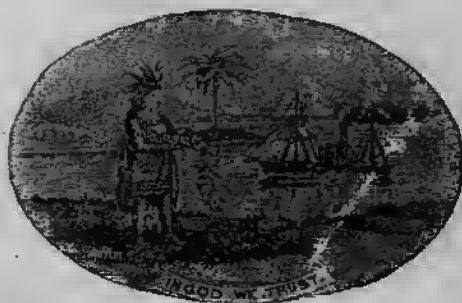


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TWELFTH ANNUAL REPORT
1909
OF THE
Railroad Commission
OF THE
State of Florida

FOR THE YEAR ENDING MARCH 1, 1909



TALLAHASSEE, FLORIDA



1909

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TWELFTH ANNUAL REPORT
OF THE
Railroad Commission
OF THE
State of Florida

FOR THE YEAR ENDING MARCH 1, 1909



TALLAHASSEE, FLORIDA



1909

U. S. C. 4-54

COMMISSIONERS.

GEO. G. MCWHORTER, <i>Chairman</i> , Commissioner; E. J. VANN, Commissioner; WM. HIMES, Commissioner; JOHN G. WARD, Secretary.	}	Aug. 17, 1887, to June 13, 1891.
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(Commission was abolished by Act of Legislature, 1891;
was re-created by Act of Legislature, 1897.)

R. H. M. DAVISON, <i>Chairman</i> , Commissioner; HENRY E. DAY, Commissioner; JOHN M. BRYAN, Commissioner; J. L. NEELY, JR., <i>Secretary</i> .	}	July 1, 1897, to Jan. 3, 1899.
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HENRY E. DAY, <i>Chairman</i> , Commissioner; JOHN M. BRYAN, Commissioner; JOHN L. MORGAN, Commissioner; JOHN L. NEELY, JR., <i>Secretary</i> .	}	Jan. 3, 1899, to Jan. 8, 1901.
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HENRY E. DAY, <i>Chairman</i> , Commissioner; (Henry E. Day resigned October 1, 1902, and was succeeded by R. Hudson Burr. At the same time John L. Morgan was elected Chair- man for the rest of the term.) JOHN M. BRYAN, Commissioner; JOHN L. MORGAN, Commissioner; JOHN L. NEELY, <i>Secretary</i> .	}	Jan. 8, 1901, to Jan. 6, 1903.
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(John L. Neely resigned October 1, 1901, and
Royal C. Dunn was elected as his successor.)

JEFFERSON B. BROWNE, <i>Chairman</i> , Commissioner; R. HUDSON BURR, Commissioner; JOHN L. MORGAN, Commissioner; ROYAL C. DUNN, <i>Secretary</i> .	}	Jan. 6, 1903, to Jan. 3, 1905.
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JEFFERSON B. BROWNE, <i>Chairman</i> , Commissioner; R. HUDSON BURR, Commissioner; JOHN L. MORGAN, Commissioner; ROYAL C. DUNN, <i>Secretary</i> .	}	Jan. 3, 1905, to Jan. 8, 1907.
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R. HUDSON BURR, <i>Chairman</i> , Commissioner; JOHN L. MORGAN, Commissioner; NEWTON A. BLITCH, <i>Commissioner</i> ; ROYAL C. DUNN, <i>Secretary</i> .	}	Jan. 8, 1907, to Jan. 4, 1909.
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R. HUDSON BURR, <i>Chairman</i> , Commissioner; NEWTON A. BLITCH, <i>Commissioner</i> ; ROYAL C. DUNN, <i>Commissioner</i> ; S. B. COBB, <i>Secretary</i> .	}	Present term be- gan Jan. 4, 1909.
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Gov. doc. 4-34

REPORT OF
RAILROAD COMMISSION
STATE OF FLORIDA.

Tallahassee, March 1, 1909.

*To His Excellency, Albert W. Gilchrist,
Governor of Florida.*

Sir: In pursuance of the law the Railroad Commissioners have the honor to hand you herewith their Annual Report for the year ending March 1, 1909, the same being the Twelfth Annual Report. And also invite your attention to the Eleventh Annual Report for year ending March 1, 1908.

PHYSICAL CONDITION OF RAILROADS.

During the past year the railroads of the State have, without exception, made improvements in the condition of their roadbeds and tracks. The Commissioners, through their Inspecting Engineer, have been giving close attention to these matters. The inspecting Engineer, by direction of the Commissioners, spent a large part of his time traveling over the lines of the railroads in every part of the State. At any point where the roadbed or track of any of the railroads has been found not to be in safe condition for the movement of trains, it has been called to the attention of the railroad officials having that particular line of railway in charge, and in every case the matters complained of were corrected.

The track and roadbed of the Tavares & Gulf R. R. and the Tampa & Jacksonville R. R. were found to be in a very bad condition by our Inspector.

In the case of the Tavares & Gulf R. R., after a hearing, an order was issued requiring that road to make improvements in accordance with the Engineer's recommendations. The general manager of the Tavares & Gulf R. R. promised to carry out this order and the road has already been greatly improved.

The general manager of the Tampa & Jacksonville R. R. has assured the Commissioners that the recommendations of the Inspecting Engineer as to improvements and repairs of his road will be carried out.

The Commissioners are keeping close watch over these two properties and will continue to do so until they are brought up to the proper standard.

The principal trunk lines of the State have added greatly to the good condition of their tracks by relaying parts of their tracks with heavier rail. This is notably true of the Louisville & Nashville Railroad, the Seaboard Air Line Ry. and the Atlantic Coast Line R. R.

The Inspecting Engineer of the Commission reports that the tracks and roadbeds of the railroads of this State are now in a safer and better condition than they have ever been. And your attention is invited to his report.

The Inspecting Engineer has instructions in going over lines not only to look as to the physical condition of tracks but to examine all passenger coaches on trains that he travels with reference to their safety, cleanliness and comfort and to make observations of like character at all stations at which he may stop.

The Railroad Commissioners feel very much gratified at the results of a year and two-thirds' work under this law, and while the standard has not reached a state of perfection the improvements are still going on and the requirements will gradually be toward a higher standard, believing that it is better to extend these improvements over a period of years rather than create a hardship by a tremendous expenditure of money at one outlay.

DEPOTS AND AGENCIES.

Upon order of the Commission, an agency was established at Grove Park during the year and depots are being constructed at Hampton and Plant City. Orders were also issued requiring the construction of depots at Madison, Gainesville, Live Oak and Campbellton.

Notices have been issued for the Florida East Coast Railway to show cause why freight and passenger depots should not be constructed at Naranja and Viking, and why an agency should not be established at White City. These hearings will be held on the 8th of March.

Through correspondence the Commissioners secured the construction of depots during the year at Clarcona and Winston and the establishment of an agency at Oklawaha on the Atlantic Coast Line R. R.

PROPOSED DISCONTINUANCE OF PASSENGER TRAINS.

On May 14th, 1908, the Commissioners received a petition from the citizens of Plant City stating that it was rumored that the Atlantic Coast Line R. R. Co. intended discontinuing its trains Nos. 82 and 83 from Lakeland to Fort Myers, effective May 31st. The matter was immediately handled with the superintendent of that line, and in the meantime petitions were received complaining of the same matter from nearly all the principal points between Tampa and Fort Myers. In answer to the communication of the Commissioners the superintendent of the Atlantic Coast Line R. R. advised on May 22nd that effective May 31st the trains referred to would be discontinued. The time being short, the Commissioners served notice upon the Atlantic Coast Line R. R. Co. by wire to appear and show cause why this action should not be taken, and on May 25th Order No. 228 was issued forbidding the Atlantic Coast Line R. R. Co. from discontinuing these trains until the further order of the Commissioners.

About the same time the superintendent of the Atlantic

Coast Line R. R. Co. also signified his intention of discontinuing one of their passenger trains between Sanford and Trilby, and a similar order was issued in this matter.

One of the Commissioners, upon authority of the Commission, made a personal investigation of the conditions in that territory, riding upon the passenger trains affected for a number of days and noted the number of passengers thereon. He reported to the Board that the travel on these trains was sufficient to justify the continuance of the trains referred to, and on the 2d day of June the Commissioners issued Order No. 229, requiring these trains to be operated permanently by the railroad company.

During the year the receivers of the Seaboard Air Line Ry. discontinued their passenger train between Archer and Early Bird, over what is known as the Early Bird branch. The citizens of that community had had the benefit of this train for a number of years and after its discontinuance they petitioned the Railroad Commissioners to have the train reinstated. After a hearing and conference with the officials representing the receivers of the Seaboard Air Line Ry. it was arranged to have the train reinstated.

Trains were also discontinued by the receivers of the Seaboard Air Line Ry. on what is known as their St. Marks & Tallahassee Southeastern branches, so that these people only had a triweekly service instead of six days in the week. Petitions were received by the Commissioners asking that the old schedule be reinstated, and after giving the receivers of the said Seaboard Air Line Ry. an opportunity to be heard, an order was issued requiring the reinstatement of the six-day schedule. At this writing, however, the receivers are not obeying this order, but the Commissioners will endeavor to compel a compliance.

CLASSIFICATION.

The classification on green salted hides was so amended as to reduce the rate when shipped in carload lots, the rate having been the same in car and less than car lots.

Well boring machinery in carload lots was changed from class "G" to class "N."

The classification of salt was so changed as to effect a reduction of 20 per cent. in this article whether shipped in carload lots or less than carload lots.

A change was also made in the classification of live stock so that no car of less than 34 feet, inside measurement, can be used for the transportation of stock between points in Florida. Formerly some of the roads were furnishing cars of a less length than this. The shippers were unable to get the full carload minimum of 20,000 pounds in cars of less length, but were required to pay freight on that minimum, or, in other words, on weight which they were unable to load in the car.

PASSENGER RATES.

Early in this report year the passenger officials of the Atlantic Coast Line R. R. asked for a conference with the Commissioners to consider passenger rates. At this conference they offered to make a reduction in their passenger rates between points within the State of Florida for a trial period of one year if the Commissioners would agree thereto and the rates are as follows:

A rate of 23.4c in lieu of 3c was to be operated on the main line of the Atlantic Coast Line and 3c per mile in lieu of 31.2c on certain branches; a five hundred mile family book to be sold at 24c per mile; a one thousand mile book to be sold for 2c per mile, and a two thousand mile book to be sold for 2c per mile.

In accordance with the above, on March 23rd, Order No. 224 was issued (see Appendix).

Soon after this the Seaboard Air Line Railway came before the Commissioners with a similar proposition, but sought to exempt their line from Jacksonville to River Junction in the operation of the reduced rates and to this the Commissioners would not agree, but insisted upon the reduced rates being operated on this part of the road, which was agreed to, and on May 4th, in Order No. 227 1-2 the reductions were put into effect. (For order see appendix.)

The rates for both the Seaboard Air Line Ry. and the Atlantic Coast Line R. R. became effective June 1, 1908, and are now being operated by these lines.

EXPRESS RATES.

Since 1899 the Southern Express Company has been from year to year gradually raising its interstate rates on fruits and vegetables; that is to say, from Florida producing points to markets in other States. These rates do not come under the jurisdiction of the Florida Railroad Commission, but the Railroad Commission law provides that the Commissioners, when deemed advisable, shall call upon carriers to operate just and reasonable interstate rates, and if they cannot be adjusted in this manner to take them before the Interstate Commerce Commission for settlement.

The Interstate Commerce Commission, until the passage of the Hepburn law two years ago, had no authority to name a rate nor had they jurisdiction over express companies.

This Commission has determined to take up the question of these interstate fruit and vegetable rates from Florida producing points with the Interstate Commerce Commission, under authority given them by the Railroad Commission law, and endeavor to secure reductions therein. An investigation of this matter has been carried on by this office for the past several months and we are now prepared to go before the Interstate Commerce Com-

mission if need be. A conference has been arranged to be held with the officials of the Southern Express Company at a date early in March to consider these rates. If these officials do not make such concessions as will give the producers and shippers of Florida reasonable rates on fruits and vegetables, the case will be prosecuted before the Interstate Commerce Commission.

The question of State rates has also been under investigation by the Commissioners and proposed tariffs have been prepared upon which the Express Company will be given an opportunity to be heard and show cause why said tariffs should not be ordered into effect. These tariffs, if adopted, will effect reductions in rates between all points in the State.

PLANT CITY, ARCADIA & GULF.

It having come to the attention of the Commissioners that the Plant City, Arcadia & Gulf Ry is controlled by the Seaboard Air Line Ry., an order was issued in December requiring the Seaboard Air Line Ry. to operate its mileage rates over that road, and to discontinue the charging of two local rates between points on the Seaboard Air Line Ry. and the Plant City, Arcadia & Gulf. This order resulted in the public receiving much more reasonable rates on that line than they have in the past.

RULES.

The Commissioners believing that the Arbitrary discontinuance of passenger trains oftentimes amounted to an injustice to the public, it was deemed best to prescribe a rule covering that point; therefore, Order No. 247 was issued prescribing Rule 12, which provides that no railroad company shall discontinue the operation of any passenger train between points within the State of Florida without first having applied for and secured the permission of the Railroad Commissioners.

Upon complaint of the lumber dealers of Jacksonville that exorbitant rates were being charged them by the railroads entering Jacksonville for placing cars at the planing mills in that city for dressing and for further movement to yards and docks, the Commissioners held a meeting in Jacksonville which was largely attended by railroad officials and shippers, at which the railroad companies were given an opportunity to be heard, and this question was thoroughly discussed by all parties interested. It was ascertained that in the Ports of Savannah, Brunswick and Fernandina a charge of from \$1.60 to \$2.00 was made for performing a similar service to that performed in Jacksonville for which \$5.00 in some instances, and in others \$7.00 was charged.

On December 19th, by Order No. 249 the Commissioners prescribed Rule 15-A, which requires that the switching in Jacksonville shall be done for \$2.00 per car on one line and \$3.00 per car when the movement is over two or more lines.

The railroads have disobeyed this rule and the Commissioners, as this goes to press, are preparing to institute a mandamus suit to compel the railroads to operate the charges prescribed.

A rule was also prescribed by the Commissioners requiring trains to stop at all regular stations as well as on flag at flag stations where they are scheduled to stop.

The most important rule prescribed by the Railroad Commissioners during the year was the one relating to mixed carload shipments. This rule requires that articles in the same class loaded in the same car shall take the carload rate. Before this rule was adopted, if two or more articles, although in the same class, were transported between two points in Florida, the less than carload rate could be charged for each one of the articles in the car. The new rule will give quite a concession in rates to shippers who take advantage of it. It is believed

that it will be of great advantage to merchants and receivers of freight in the cities and towns in the interior of the State, who are now unable to purchase solid cars of different articles and thus get the benefit of carload rates, but who can now load a carload by placing several articles which belong to the same class in a car and thus get the benefit of the carload rate.

EXAMINATIONS OF THE BOOKS AND ACCOUNTS OF RAILROAD COMPANIES.

Section 2904 of the General Statutes, which has been in force since 1899, provides that it shall be the *duty* of the Commissioners to investigate the books and papers of all railroad companies and common carriers doing business in this State; but until the session of 1907 no sufficient appropriation was ever made to perform this necessary, though expensive, task. Such examination is necessary to enable the Commissioners to do justice in fixing freight and passenger rates, in ordering depots and regulating train service, and to supply evidence with which to meet the unfavorable statements of the railroad's operation which are always presented to the courts on motions for injunctions against the reduction of rates. At the last legislative session \$10,000 additional was appropriated annually for the purposes of the Commission; and for the first time it became possible to begin this important work. The case of the Florida East Coast Railway Company, in which the United States Circuit Court at Jacksonville had granted a temporary injunction against a straight three cent passenger fare, was ready for the taking of testimony; consequently the examination of the books and accounts of that railroad was first begun. That examination or audit was finished in February, 1908, and was paid for out of the increased appropriation. According to the statements and reports of the railroad company it was and is making a large deficit every year. This, if believed, would under the decisions

of the U. S. courts go far to place this railroad beyond either legislative or commission control. Hence the absolute necessity for being as well prepared as the railroad companies in cases of this description.

The short examination of the books of the Atlanta & Saint Andrews Bay Railway Company was made simultaneously with that of the Louisville & Nashville Railroad Company, hereinafter referred to. The Atlanta & Saint Andrews Bay Company had notified the Commissioners that it would not obey the freight rates prescribed for it (class P), but would seek relief before the United States courts. It also refused to build a depot at Campbellton. As this road had begun operation only a short time previous, it was deemed best to make an investigation into its officers at that time. This railroad has since agreed to build the station at Campbellton, and the Commissioners have caused a mandamus to issue out of the Supreme Court to compel the company to obey the rates.

By far the greatest undertaking, however, was the examination into the affairs of the Louisville & Nashville Railroads for the eleven years beginning in May, 1897. The United States Court at Pensacola had granted an injunction against any reduction of the four cent passenger rate on the Pensacola & Atlantic division on an elaborate and complicated statement by the railroad company of its losses in doing business in Florida for many consecutive years and a calculation that the reduction of one cent per mile would cause an additional loss of \$21,000, annually. No method of impeaching this testimony was open to the Commissioners, until an examination of the railroad books and papers could be made. Although it was evident that the task would be great, it proved greater than either the Commissioners or the auditors had anticipated. The audit, begun in July, 1908, was expected to close in the early fall; at that time, it was not half finished, and it was thought that December would see it completed. It is now so nearly completed that it will be finished during March.

Apart from their use in pending case, these comprehensive reports of the auditors, which must be seen to be fully appreciated, form permanent basis for dealing with the companies audited, and are valuable assets of this office.

The work is necessarily expensive, and the Commissioners realized early in this year, that the appropriation would be more than exhausted by this burden upon it, but the work had reached a critical stage in its progress, and to abandon it meant the loss of what had been expended already upon the Louisville & Nashville audit. The Commissioners did not believe that the Legislature would wish the State to lose the benefit of the amount already expended or would fail to provide the means necessary to contest vigorously the 4 cent per mile passenger rate case of the Louisville & Nashville road. In order to cover the deficit, an appropriation of approximately \$5,000.00 will be needed.

In making rates or regulations which result in a reduction of the revenue of a railroad company, it is essential for the Commissioners to know the correctness of its accounts in order that they may prescribe rates and regulations which will be just both to the public and the carrier. In the past they have not had this information and in many instances have been obliged to act in the dark; therefore, it is essential that the books and accounts of all common carriers doing business in this State should be audited by men capable of analyzing railroad accounts and forming a basis upon which all future actions of the Commissioners may be based. In order to do this, the Commissioners should have a special appropriation for this purpose so that the work of auditing all the common carriers doing business in this State may be accomplished within the next twelve or eighteen months, regardless of whether there is litigation or not. This will enable the Commissioners to avoid possible litigation in the future by knowing the road's ability to stand reductions in revenue. At the proper time the

Commissioners will furnish the Legislature with an estimate of such amount as is deemed necessary to carry out this work.

Unless this is done it will be impossible for the Commissioners to undertake to make the examination of even one of the largest lines operating in this State out of the regular appropriation. Neither the Seaboard Air Line Railway nor the Atlantic Coast Line Railroad could be audited out of the amount of the regular appropriation remaining after the payment of the actual salaries and fixed expenses of the Commissioners. Yet an audit of both of these lines in the near future is necessary. Injunctions are pending against the Commissioners by both of these lines in the United States Courts to prevent a reduction of freight rates and nothing can be done until the true status of their accounts has been determined.

Whatever is said about the examination into the affairs, accounts and operation of railroad companies applies with equal force to express companies, and indeed to all common carriers doing sufficient business to render such examination a practical benefit to the people of the State.

LITIGATION.

The litigation in which the Commission is involved is treated in detail in the report of special counsel to the Railroad Commission and made a part of this report. Your attention is invited thereto.

DEMURRAGE.

Reference was made in the last report of the Commission to the pending litigation involving the validity of the demurrage rules prescribed by the Commissioners. Reciprocal demurrage, that is, a fixed amount to be paid by the carrier to the shipper or consignee for delay in the transportation or delivery of goods, is a principle which the railroad companies throughout the United

States have denounced, and even ridiculed. Prior to the institution of the suits above referred to, only one court of final resort, the Supreme Court of Mississippi, had passed upon the validity of reciprocal demurrage rules. The decision was in favor of the shippers or consignees. The Supreme Court of this State, since the last report, has affirmed the justice of the principle and the authority of this Commission to make rules requiring the railroads to pay such demurrage in proper cases.

RECOMMENDATIONS.

The Commissioners, in their report for the year ending March 1, 1907, recommended that a valid law be passed requiring separate passenger coaches for white and negro passengers. Such bills were introduced in both Houses and each body passed the bill before it, but in some way they seemed to have crossed, and the records of the Senate and House show that they died on the calendar at the close of the session. We called attention to this in our last report, and we now again recommend that such a law be passed by the Legislature of 1909.

The Railroad Commission law needs amendment in some particulars. The lack of power in the Commissioners to prescribe joint rates for rail and water carriers enables the railroads to deprive those living on or near water courses of the benefits they are entitled to by reason of their natural advantages, and gives rise to frequent complaints.

Penalties imposed by the Commissioners ought to be liens on the property of the carrier until they are paid or until they are determined in favor of the carrier. Such a provision in the present law would probably have saved to the State many penalties assessed against the Seaboard Air Line Railway, which are now jeopardized by that road having passed into the hands of receivers.

In nearly every proceeding the railroad companies deny the power of the Commission to act in the particular case, and although the Supreme Court has decided that

they have large powers under the general terms of the law, some litigation might be avoided by having the powers in some instances made more specific. All technicalities about the forms of the orders and in proceedings to enforce them ought to be abolished, as they serve only to defeat the intention of the law and serve no good purpose.

FINES.

The fines imposed during the year are, in detail, as follows:

\$100.00 against the South Georgia Ry. Co. for violating and disregarding the schedule of freight rates prescribed for it by the Railroad Commissioners. This fine was paid.

\$150.00 against the receivers of the Seaboard Air Line Ry. for not unloading live stock for feed and water, as required by law.

\$150.00 against the receivers of the Seaboard Air Line Ry. for not unloading live stock for feed and water, as required by law.

\$250.00 against the receivers of the Seaboard Air Line Ry. for failure to file contract and agreement relating to car per diem.

SALARIES AND EXPENSES OF RAILROAD COMMISSION OF FLORIDA FOR YEAR ENDING DECEMBER 31, 1908.

Three Commissioners	\$ 7,500.00
Secretary, 10 months	1,250.00
Counsel, part of year	4,192.00
Inspecting Engineer	2,100.00
Stenographer	945.00
Janitor	200.00
Legal expenses (witness fees, serving papers, etc.)	407.21
Stationery	159.32
Printing	1,305.40

Postage.	507.07
Express and freight	16.37
Auditing Florida East Coast amount paid in 1908.	1,565.82
Auditing Louisville & Nashville R. R. amount paid in 1908	4,567.50
Auditing Atlanta & St. Andrews Bay R. R. amount paid in 1908	555.66
Audit and expenses at Jacksonville <i>in re</i> Trust Company of America vs. Railroad Com....	203.05
Filing cases, etc.	145.92
Ice tickets.	17.00
Law books	58.00
Telephone.	28.00
Telegraph.	93.14
Traveling expenses	1,820.76
T. A. Winfield for work on Express Rates....	292.30
Geo. M. Davis for work on rates.	26.25
	<hr/>
	\$27,955.77

Respectfully submitted,

R. HUDSON BURR. Chairman.
 NEWTON A. BLITCH,
 ROYAL C. DUNN.

Attest: S. E. COBB, Secretary.

REPORT OF SPECIAL COUNSEL.

Tallahassee, March 1, 1909.

*Hons. R. Hudson Burr, Newton A. Blich, Royal C. Dunn,
Railroad Commissioners of the State of Florida.*

Dear Sirs: The General Statutes (Section 2915) make it your duty to report annually to the Governor all transactions in your office by the first day of March. In order to enable you to perform this duty, so far as the litigation of your office is concerned, I make the following statement since February 26, 1908, the date of my last report:

RATE CASES.

The first matter of litigation which engaged my attention during the current year was the case of the Louisville & Nashville Railroad Company against you in the U. S. Circuit Court for the Northern District of Florida, to restrain you from reducing the passenger fares on its Florida lines, except the Pensacola division, from four to three cents a mile. This case has been turned over to me since my last report. I found that the railroad company had completed its testimony and rested its case some time previous, and that your original counsel had rightly advised it was necessary for you to secure certain testimony, which, until the adjournment of the last Legislature, you were without the means to obtain.

The railroad company had submitted a mass of figures tending strongly to show the unsatisfactory results of its operations in Florida. As this evidence has satisfied the court sufficiently to cause it to issue an injunction against the three-cent rate, it was plain that your case was, to say the least, in great jeopardy, unless it could

be controverted. For this purpose a careful analysis and investigation of the figures submitted by the railroad company concerning the cost of its roads, their value, and the result of operation in Florida became necessary before you could proceed with your case. Under my advice, a letter was written to the Louisville & Nashville Railroad Company, inquiring whether it would permit an examination of its books and papers in the main office at Louisville, Ky., your powers to make compulsory examinations being confined to the limits of the State of Florida. The company replied, granting the privilege to such a limited extent that it would have been practically useless; whereupon, on March 31, 1908, you made an order requiring the railroad company to produce all the books and papers relating to its Florida business since May 8, 1897, at its office in Pensacola on April 14, 1908, for investigation and examination. This the railroad company declined to do; and on April 16, 1908, I filed in the Supreme Court a petition for a mandamus to compel obedience to the order. An alternative writ was issued to show cause, returnable May 26, 1908. On the latter day, a stipulation between the counsel for the railroad company and myself, as counsel for you, was filed by which the railroad company granted you full access to its books and papers at Louisville or elsewhere, containing transactions since May 8, 1897, and on those terms I agreed to dismiss and did dismiss the mandamus.

An audit of the railroad books was soon begun and is still progressing. When completed we shall be in a position to proceed with the cause.

The suit of the Colonial Trust Company (now the Trust Company of America) in the U. S. Circuit Court for the Southern District of Florida against you, as Railroad Commissioners, and the Florida East Coast Railway Company (a nominal defendant), to which I referred in my last report as a suit to enjoin a three-cent per mile passenger rate, and the establishment of station agencies on the line of that railway, is still pending and is in progress. The plaintiff has taken, and is still taking, a

great mass of testimony, endeavoring to sustain its claim that the road has been unreasonably dealt with by your orders. I have attended the taking of this testimony both in New York and in Jacksonville, and am now about leaving to attend another session of the Master in the latter city. When the plaintiff shall close its case, we are in position to proceed with ours.

MANDAMUS CASES TO COMPEL OBEEDIENCE TO RULES AND
TARIFFS OF THE COMMISSION.

On information that the Florida East Coast Railway Company had recently disobeyed your orders for connections of its passenger trains at Orange City Junction, New Smyrna, Sanford and Titusville, which orders it had previously been obeying, I caused to be issued, at your request, on February 23, 1909, out of the Supreme Court, an alternative writ of mandamus, requiring it to show cause why it should not obey the order and make the connections as heretofore.

On the same day, also at your request, out of the same court, I caused to be issued an alternative writ of mandamus to the Atlanta & Saint Andrews Bay Railway Company to show cause why it should not observe the schedule of freight rates which you had prescribed for it.

The Supreme Court made these alternative writs of mandamus both returnable on March 9, 1909. The defendant railroad companies, therefore, have not yet put in their defenses.

Under date of February 22, 1909, the Louisville & Nashville Railroad Company notified you that it would not obey Rule 12 of your General Rules, requiring railroad companies to report wrecks on their Florida lines. The papers for a mandamus to compel obedience to the rule by this railroad company have been prepared, and will be filed in the Supreme Court when it assembles tomorrow morning.

You have also directed me to compel the railroad companies entering Jacksonville to comply with your rule

15A, by which their recent increased rates for switching cars of lumber to be dressed, were disapproved, and a reasonable rate substituted therefor. I have directed the lumber people interested to obtain certain evidence, which I know exists, and when it has been obtained I shall comply with your directions and begin mandamus proceedings.

INTER-STATE COMMERCE COMMISSION CASES.

During the Summer complaint was made of the inequality of the rates on cotton to Savannah from Alachua, Gainesville and Hawthorne. Upon investigation it appeared that, while these three points were an equal distance to the mile from Savannah by the Seaboard Air Line Railway, the rate per 100 pounds from Alachua was 39 cents; from Gainesville, 40 cents, and from Hawthorne, 68 cents. As there seemed to be no reason why each place should not have a 39-cent rate, the Seaboard, and the Atlantic Coast Line, which also touches these points, were called upon to make the reduction. On their refusal to comply, except by a reduction to 45 cents from Hawthorne, which was the same rate that the Hawthorne shipper could get by making a local shipment to Gainesville and there having it re-shipped to Savannah, I filed at your request, a petition in September with the Inter-State Commerce Commission against both the roads to decree the same rate from all three places. Testimony was taken before the Examiner in Jacksonville, and the cause has been submitted to the Inter-State Commerce Commission upon printed briefs. No decision has yet been rendered.

Papers complaining of the rates on cotton from points on the Pensacola & Atlantic Division of the Louisville & Nashville Railroad to New Orleans have been placed in my hands for investigation, and if the facts justify action, as it would seem they do, a complaint will be filed with the Inter-State Commerce Commission for a reduction of the rates.

PHOSPHATE RATES AND REGULATIONS.

I have had placed in my hands for collection numerous claims for overcharges on phosphate moving to the ports of Fernandina and Port Tampa. As the United States has jurisdiction over exports moving from a point in this State to a port in the same, if designated as exports, the practice of the shippers in persisting in billing their shipments to a certain named steamer at the port very unnecessarily complicates the situation. If they would simply bill to the port, as they have been advised to do, their shipments would be within the jurisdiction of this State and of your Commission.

SEABOARD AIR LINE RAILWAY RECEIVERSHIP.

The receivership of the Seaboard Air Line Railway, to which I referred in my last report, continues to render the enforcement of specific orders against that road more difficult. The receivers represent the United States Court in Virginia, which originally appointed them, and also the United States Court of the Fifth Circuit, which includes this State. Consequently no mandamus can reach them, and the only remedy against them is by application in the courts appointing them.

PENALTY CASES.

In the past year I have begun nine common law suits in which the defendants are, respectively, the Atlantic Coast Line, the receivers of the Seaboard, the Florida East Coast Railway Company, and the Georgia Southern & Florida Railway Company. These suits are pending in the counties of Columbia, Duval, Jefferson and Orange, and are based on violations of Demurrage Rules 11 and 19, of Section 2907 of the General Statutes, which requires railroad companies to file with you their contracts for the use and transportation of cars, and of the statute requiring railroad companies to unload live stock for feed and water once every twenty-eight hours.

There are now pending thirty-two common law cases, all but two of them in the several Circuit courts; two mandamus cases in the Supreme Court, and six chancery suits, involving freight and passenger rates, in the United States Circuit Courts in this State. Most of the common lawsuits are for penalties imposed for violation of the rules. The railroad companies naturally contest every case of penalty, and as the law requires a high degree of technicality in the orders of the Commission, and some of the old orders are in some respects defective, it is not surprising that the process of collecting penalties is a slow one, especially as every case must go through appeals to the highest court having jurisdiction. The Railroad Commission law ought to be so amended that the orders of the Commission need not conform to the technical particularity of an indictment for crime, and a simple, easily understood method of collecting penalties, without undue technicality, ought to be provided. From my own observation, and from information derived from those who are engaged in similar work in other States, I am satisfied that the railroad companies of this country have determined to resist, by concerted action, every order of any importance made for their regulation by the railroad commissions in the several States, and to compel the commissions to resort to the courts for enforcement of these orders, hoping thereby to wear out the commissioners and the public by protracted litigation. Signs that they will deal in like manner with the Inter-State Commerce Commission are not wanting. There is only one way to meet such a situation: Carefully to investigate the facts and the law before taking action, and thus be prepared to enter into the contest and remain in it, until the court of last resort has settled the rights of the parties. As I have said, the process may be long, but the staying power of the State ought to be as great as that of any railroad company or of all the railroad companies operating within her limits.

SUPREME COURT CASES.

With reference to this subject your position has been materially strengthened by the result of the decisions of the Supreme Court on Demurrage Rule 8 and Freight Rule 3, in suits on which I made reference in my last report. Four cases involving these rules went up from the Circuit Court of Orange County. Demurrage Rule 8 requires the railroad companies to pay to a shipper the same amount for delay in transporting his goods as they charge him for delay in retaining their cars; and Freight Rule 3 requires railroad companies to perform their duties as common carriers. The Supreme Court affirmed the validity of both these rules, which had been held invalid by the Circuit Court.

It would be impracticable, in the space of this report, to give complete analyses of the learned opinions in these cases. They may be read in *State v. Atlantic Coast Line R. R. Co.*, 47 Southern Reporter, 387; *R. R. Commissioners v. Same*, 47 So. Rep. 870; *State v. Same*, 47 So. Rep., 969, and *State v. Seaboard Air Line Railway*, 47 So. Rep., 986. I may refer, however, to some of the more important questions settled in these opinions:

1. The Railroad Commission law is constitutional and valid, and does not attempt to delegate purely legislative powers to the Railroad Commissioners.

2. The power to make reciprocal demurrage rules in favor of shippers is among the powers confided to the Commissioners; but on the liability of the railroad companies thus created, the shippers or parties interested must sue, and not the Commissioners, for their use. Neither can the Commissioners inflict a penalty on the railroad company for not paying the reciprocal demurrage. This last point is of no practical importance, as the court holds that the Commissioners may penalize for failure to perform the carrier's duty under the rule to move or transport freight within the time prescribed.

3. Rules requiring railroads to act as common carriers are within the power of the commission, and it is no objection to a rule that it imposes a duty which is also imposed by the Commission law. It is, however, essential in such cases that the order or the declaration should name the points of origin and of destination of the freight.

4. If a valid excuse exists for not obeying a rule of the Railroad Commission, there can be no penal violation of the rule. This is a much contested point in other States, and perhaps in the United States Courts, but by this decision it is settled for us in favor of the position taken by the State.

5. The rules in question do not deprive the carriers of their property without due process of law, nor deny them the equal protection of the laws, nor do they illegally interfere with inter-State commerce.

This report takes no account of the necessary journeys and other details relating to litigation, nor of attendance on your hearings, and advice and opinions rendered you in the daily routine of your office.

Respectfully submitted.

LOUIS C. MASSEY.

Counsel.

REPORT OF INSPECTING ENGINEER.

Tallahassee, March 1, 1909.

*Hons. R. Hudson Burr, Newton A. Blitch, Royal C. Dunn,
Railroad Commissioners of the State of Florida.*

Gentlemen: I have the honor to submit herewith my annual report for the year ending February 28, 1909.

My work for the greater part of the year has been confined principally to making examinations of the roads in Florida and furnishing you with a report of their condition. This work has been outlined by you under written instructions for each road that I have gone over.

In making these examinations I have taken notes from the rear end of passenger trains, sufficient to give me a general idea of the condition of the road and the amount of work being done on roadway and track.

In cases where I found the road in bad condition, I have gone over the line on foot so that I could make report in detail. These reports are on file in the office, and would occupy too much space to give them here.

These reports will show that there has been an improvement in the condition of the roads throughout the State during the year. While there has been an improvement in the condition of the roads generally, there is considerable track on some main lines and on branches, that can be put to a much better surface than they now show, without any very great increase in the cost of operations.

I find from my investigations that the main cause of rough track, or track not put to a smooth surface, is due to the small force employed on the track, and in some cases to the condition of the rail. There is no track on any of the roads that cannot be put to a good surface and maintained in that condition, if sufficient force was employed and track material furnished to do the work, and the increased cost of maintenance of roadway and track would have the effect of reducing the cost of

maintenance of equipment caused by rough track and derailments, and would not increase the total cost of operations to any great extent.

While there is a very small percentage of track ballasted with any other material than sand, the roadbed of the roads in Florida is composed of material that makes a good foundation for the track, with few exceptions. The exceptions are those places where seepage water from springs comes into the cuts—they are mostly in the clay soils and constitute a very small percentage of the roads. These places can be put in good condition by widening the cuts sufficient to afford good drainage for the track, and ballasting with some material to get the ties out of the mud. In some cases tile drainage should be resorted to. Where the rail shows side kinks and is surface-bent, it is impossible to put the track to a smooth surface and good alignment. This is the condition of considerable track laid with a rail of from 40 to 60 pounds.

This rail has been bent under traffic where the track has been allowed to remain out of surface, and tie renewals have not been kept up. In some places the rails used were relaying rails taken from some other part of the road and were in bad condition when they were put down.

Improvements have been made on the railroads in Florida, and they are in better condition now than they have ever been. These improvements consist of:

Changes in the alignment of road, where changes of line have been made at considerable expense to reduce grades, eliminate curves and reduce the percentage of curved line. This is shown on the Atlantic Coast Line at the crossing of the St. Mary's River near Folkston, in the changes of line in Citrus County on the line from Live Oak to Lakeland, and in the changes now being made near Worthington Springs.

Improvements to Roadbed.—The roadbed has been improved by widening cuts and embankments, and by ditching, to afford better drainage for the track. This is more

noticeable on some branch lines where the roadbed has been in part rebuilt.

Improvements to Trestles.—This is shown where culverts have been put in and trestles filled, and where the strength of trestles have been increased to carry the heavy rolling stock now in use.

In Rail Renewals.—The improvements are in the increased weight of rail, that have been put down on main line, and in rail renewals on branch lines.

The track shows an improvement in condition, in the extensive tie renewals that have been made during the year, and a general improvement in surface and alignment.

Respectfully submitted,

FRANK P. DAMON,

Inspecting Engineer.

APPENDIX A.

ORDERS.

ORDERS.

ORDER NO. 224.

OFFICE OF THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF PASSENGER RATES OF THE
ATLANTIC COAST LINE RAILROAD COMPANY.

WHEREAS, at a session of the Railroad Commissioners of the State of Florida, held in the City of Jacksonville on the 19th day of March, 1908, a hearing was had on the subject of the passenger rates on the lines of the Atlantic Coast Line Railroad Company in Florida, at which session the company was represented by Mr. W. J. Craig, its Passenger Traffic Manager, who submitted on behalf of the company a proposition to put in the reduced passenger rates, both flat and mileage, hereinafter set forth.

AND WHEREAS, at the said session it was agreed between the Railroad Commissioners and the Atlantic Coast Line Railroad Company that the said reduced passenger rates should be put into effect on June 1, 1908, subject to certain terms and conditions, which said reduced rates and the terms and conditions relating thereto are as follows:

(1) A flat intra-state passenger rate of two and three-quarters ($2\frac{3}{4}$) cents per mile distance traveled between all points on its line, except the following branch lines:

St. Johns and Lake Eustis Branch, between Astor,
Leesburg and Lane Park.

Sanford and Tavares Branch, between Sanford and
Tavares.

Sanford and St. Petersburg Branch, between Sanford and St. Petersburg.

Tampa and Thonotosassa Branch, between T. & T. Junction and Thonotosassa.

St. Cloud Sugar Belt, between Kissimmee and Narcoossee.

Florida Midland Railroad, between Kissimmee and Apopka.

Homosassa Branch, Gulf Junction to Homosassa.

Oviedo Branch, between Sanford and Lake Charm.

Tiger Bay Branch, between Winston and Tiger Bay, Newberry to Perry Extension and on said branch lines a flat intra-state passenger rate of three (3) cents per mile distance traveled.

For children under twelve and over five years of age, one-half of the above rates; children under five years of age, free when accompanied by a passenger paying adult fare. Provided, that where the amount of the ticket at the prescribed rates will amount to any figure between the two multiples of five, the price of the ticket shall be the multiple of five, which is nearest the price of the ticket at the rates above mentioned, or in the event that the amount is equidistant between the two multiples of five, the price charged for the ticket shall be on the basis of the higher of these two multiples of five; with a minimum charge of ten (10) cents; and with the right to make an extra charge of fifteen (15) cents against any person hoarding a train without a ticket at a point at which a ticket might have been purchased. And provided further, that if after a reasonable trial, that is, a trial for not less than twelve (12) months, the same shall be found to be not reasonably remunerative, application will be made to the Railroad Commissioners of Florida to increase the said passenger rates of two and three-quarters ($2\frac{3}{4}$) cents, and three (3) cents per mile, and if the said Commissioners shall fail or refuse for thirty (30) days after application by the said railroad company to give relief to

which the company considers it is entitled to receive, the company shall not be deemed to have in any way waived or surrendered any of its legal rights to relief in any court of competent jurisdiction, and its right to such relief shall not be impaired nor in any way prejudiced by this agreement, nor by the fact that said rates had been put into effect and had been given a trial under this agreement; but the company, in applying for relief from the said reduced rates, shall not apply for a greater advance than a restoration of the present passenger rates.

(2) Mileage books within the State of Florida during the said trial period of twelve (12) months will and shall be issued by the company as follows:

(a) A two thousand-mile book for intra-state travel in Florida, interchangeable with such of the solvent roads of the State as will consent thereto, at a rate of two (2) cents per mile, subject to minimum of five miles; good for heads of firms or their employees, or officers and employees of corporations; the book to carry not exceeding the names of five (5) persons in number; their names to be furnished and inserted in the book at time of purchase. But this ticket will be confined to the use of one person at one time and carries with it the privilege of free transportation of 150 pounds of baggage.

(b) A one thousand-mile book to individuals at rate of two (2) cents per mile subject to minimum of five miles, good only for travel by purchaser whose name shall be inserted in book at the time of purchase, and good only for intra-state travel in Florida and interchangeable with such of the solvent roads of the State as will consent thereto. This book carries with it the privilege of free transportation of 150 pounds of baggage.

(c) A five hundred-mile book to be issued to heads of families and to dependent members thereof for intrastate travel, good for passage only over the At-

Atlantic Coast Line Railroad; the names to be furnished and inserted in the book at time of purchase. This book is to be sold at rate of two and one-quarter ($2\frac{1}{4}$) cents per mile with a minimum of four miles for each passenger carried, and carries with it the privilege of free transportation of 150 pounds of baggage.

(d) All of said mileage books not transferable and to be limited for use for one year from date of purchase, and the unused portions thereof redeemable if presented within sixty days after expiration thereof on the basis of charging two and three-quarters ($2\frac{3}{4}$) cents per mile for the portion used.

Now, Therefore, it is ordered that the foregoing passenger rates, both flat and mileage, be made and fixed for the Atlantic Coast Line Railroad Company to take effect on June 1, 1908, subject to all the terms and conditions of the agreement aforesaid.

Done and ordered by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee, Florida, this 23d day of March, A. D. 1908.

R. HUDSON BURR, Chairman.

Attest: R. C. DUNN, Secretary.

ORDER NO. 225.

OFFICE OF THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE EXAMINATION OF THE
BOOKS AND PAPERS OF THE LOUISVILLE &
NASHVILLE RAILROAD COMPANY RELATING
TO ITS INTRA-STATE BUSINESS IN FLORIDA.

To the Louisville & Nashville Railroad Co.:

WHEREAS, by the laws of this State the Railroad Commissioners are charged with the duty of investigating

the books and papers of all railroads, railroad companies and common carriers doing business in this State, to ascertain if the rules and regulations prescribed by the said Commissioners have been complied with, and they are given power and authority to make personal visitation of railroad offices, stations and other places of business for the purpose of such examinations.

AND WHEREAS, the said Railroad Commissioners in the discharge of the duty so imposed upon them have determined that they will next investigate the books and papers of you, the said Louisville & Nashville Railroad Company, a railroad company existing under the laws of the State of Kentucky, but doing business in this State and operating lines of railway from points in this State to points in this State as well as to points in other States.

AND WHEREAS, the said Railroad Commissioners have ascertained that many of your books and papers relating to your intrastate business in Florida, which the Commissioners are charged to examine, are kept and are at the present time, and have been for some time past kept outside of the limits of the State of Florida, namely at your offices in the City of Louisville and State of Kentucky; and it is essential to the proper performance of the said duty of the said Commissioners that the said books and papers shall be brought within the limits and the jurisdiction of the State of Florida where they rightfully belong, and brought to your main office in the State, namely in the City of Pensacola.

NOW THEREFORE, the Railroad Commissioners of the State of Florida do hereby order that you, the said Louisville & Nashville Railroad Company, shall transmit from your offices in the City of Louisville aforesaid to the principal office which you maintain in the City of Pensacola aforesaid, and have in your said office in Pensacola on the 14th day of April, A. D. 1908, at 3 o'clock p. m., all books and papers containing the complete records and accounts of your business, transactions and doings since the 8th

day of May, A. D. 1897, as a railroad corporation and common carrier operating lines of railway from points in Florida to points in Florida, so that the said books and papers may be investigated and examined by or under the supervision of the said Railroad Commissioners or by or under the supervision of any one of their number who may be duly appointed by them to make such investigation and examination.

Ordered by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee this 31st day of March, A. D. 1908.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 226.

OFFICE OF THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF PASSENGER DEPOT FACILITIES AT PLANT CITY, FLORIDA, FOR THE ATLANTIC COAST LINE RAILROAD COMPANY.

Upon application made to the Railroad Commissioners on April 9, 1908, by Mr. Morton Riddle, General Superintendent, representing the Atlantic Coast Line Railroad Company, for a postponement of the time for the completion of the passenger depot at Plant City,

It is hereby ordered and adjudged that the time for the completion of the passenger depot at Plant City by the Atlantic Coast Line Railroad Company, which was set for July 1st, 1908, in Order No. 210, be, and the same is, hereby extended until October 1st, 1908.

Done and ordered by the Railroad Commissioners of the State of Florida, in session, at their office in the City of Tallahassee, this 16th day of April, A. D. 1908.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 227.

OFFICE OF THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF PASSENGER DEPOT FACILITIES AT PLANT CITY, FLORIDA, FOR THE SEABOARD AIR LINE RAILWAY.

Upon application made to the Railroad Commissioners by S. Davies Warfield, R. Lancaster Williams and E. C. Duncan, Receivers for the Seaboard Air Line Railway, for a postponement of the time for the completion of the passenger depot at Plant City.

It is hereby ordered and adjudged that the time for the completion of the passenger depot at Plant City by the Seaboard Air Line Railway, which was set for July 1st, 1908, in Order No. 211, be, and the same is, hereby extended until October 1, 1908.

Done and ordered by the Railroad Commissioners of the State of Florida, in session, at their office in the City of Tallahassee, this 16th day of April, A. D. 1908.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 227½.

OFFICE OF THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF PASSENGER RATES ON THE SEABOARD AIR LINE RAILWAY.

WHEREAS, at a session of the Railroad Commissioners of the State of Florida held in their office in the City of

Tallahassee on the 10th day of April, 1908, a proposition was received from S. Davies Warfield, R. Lancaster Williams and E. C. Duncan, Receivers for the Seaboard Air Line Railway, through W. A. Garrett, their Chief Executive Officer, in which they proposed to put in the reduced passenger rates, both flat and mileage, hereinafter set forth, except that they proposed to continue the three (3) cent per mile rate on the line between Jacksonville and River Junction, to which the Railroad Commissioners objected, whereupon it was agreed that the rate on the said line should be two and three-quarters ($2\frac{3}{4}$) cents per mile.

AND WHEREAS, it has been agreed between the Railroad Commissioners and the said Receivers that the said reduced passenger rates should be put into effect on June 1st, 1908, subject to certain terms and conditions, which said reduced rates and the terms and conditions relating thereto are as follows:

(1) A flat intrastate passenger rate of two and three-quarters ($2\frac{3}{4}$) cents per mile distance traveled between all points on its line, except the following lines:

Fernandina to Baldwin.

Monticello to Drifton.

Tallahassee to St. Marks.

Starke to Wannee.

Waldo to Cedar Key.

Silver Springs Junction to Silver Springs.

Wildwood to Lake Charm.*

Lake Charm to Winter Park.

Sumterville Junction to Sumterville.

Archer to Eagle Mine.

And on said branch lines a flat intrastate passenger rate of three (3) cents per mile distance traveled.

For children under twelve and over five years of age one-half of the above rates; children under five years of age, free when accompanied by a passenger paying adult fare. Provided, that where the amount of the ticket at the prescribed rates will amount to any figure between

the two multiples of five, the price of the ticket shall be the multiple of five which is nearest the price of the ticket at the rates above mentioned, or in the event that the amount is equidistant between the two multiples of five, the price charged for the ticket shall be on the basis of the higher of these two multiples of five; with a minimum charge of ten (10) cents; and with the right to make an extra charge of fifteen (15) cents against any person boarding a train without a ticket at a point at which a ticket might have been purchased. And provided further, that if after a reasonable trial, that is, a trial for not less than twelve (12) months, the same shall be found to be not reasonably remunerative, application will be made to the Railroad Commissioners of Florida to increase the said passenger rates of two and three-quarters (2 3/4) cents, and three (3) cents per mile, and if the said Commissioners shall fail or refuse for thirty (30) days after application by the said Receivers or the said Railway Company to give relief which they consider they are entitled to receive, they shall not be deemed to have in any way waived or surrendered any of their legal rights to relief in any court of competent jurisdiction, and their rights to such relief shall not be impaired nor in any way prejudiced by this agreement, nor by the fact that said rates had been put into effect and had been given a trial under this agreement; but they in applying for relief from the said reduced rates shall not apply for a greater advance than a restoration of the present passenger rates.

(2) Mileage books within the State of Florida during the said trial period of twelve (12) months will and shall be issued by the Receivers or the Company as follows:

(a) A two thousand mile book for intrastate travel in Florida, interchangeable with such of the solvent roads of the State as will consent thereto, at a rate of two (2) cents per mile, subject to minimum of five miles; good for heads of firms or their employees, or officers and employees of corporations; the book to

carry not exceeding the names of five persons in number; their names to be furnished and inserted in the book at the time of purchase. But this ticket will be confined to the use of one person at one time and carries with it the privilege of free transportation of 150 pounds of baggage.

(b) A one thousand mile book to individuals at rate of two cents per mile subject to minimum of five miles, good only for travel by purchaser whose name shall be inserted in book at the time of purchase, and good only for intrastate travel in Florida and interchangeable with such roads of the State as will consent thereto. This book carries with it the privilege of free transportation of 150 pounds of baggage.

(c) A five hundred mile book to be issued to heads of families and to dependent members thereof for intrastate travel, good for passage only over the Seaboard Air Line Railway; the names to be furnished and inserted in the book at time of purchase. This book is to be sold at rate of two and one-quarter (2 1/4) cents per mile with a minimum of four miles for each passenger carried, and carries with it the privilege of free transportation of 150 pounds of baggage.

(d) All of said mileage books not transferable and to be limited for use for one year from date of purchase, and the unused portions thereof redeemable if presented within sixty days after expiration thereof on the basis of charging two and three-quarters (2 3/4) cents per mile for the portions used.

NOW, THEREFORE. It is ordered that the foregoing passenger rates, both flat and mileage, be made and fixed for the Seaboard Air Line Railway to take effect on June 1, 1908 subject to all the terms and conditions of the agreement aforesaid.

Done and Ordered by the Railroad Commissioners of

the State of Florida in session at their office in the City of Tallahassee, Florida, this 4th day of May A. D. 1908.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 228.

OFFICE OF THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE DISCONTINUANCE OF
PASSENGER TRAINS NOS. 82 AND 83 BETWEEN
LAKE LAND AND FORT MYERS, ON THE ATLANTIC
COAST LINE RAILROAD COMPANY.

WHEREAS, Petitions by the citizens of Gardner, Ft. Ogden, Plant City, Lakeland, Tampa, Ft. Myers and other places have been filed with the Railroad Commissioners of the State of Florida, beginning on or about the 14th day of May requesting the said Railroad Commissioners not to permit the Atlantic Coast Line Railroad Company to discontinue trains Nos. 82 and 83 between Fort Myers and Lakeland.

AND WHEREAS, The said Railroad Commissioners on or about May 19th and May 22nd notified the said Atlantic Coast Line Railroad Company not to discontinue said trains until further advice from the Commission, and Whereas, the said Railroad Company notified the said Railroad Commission under date of May 21st, 1908, that it intended to discontinue the said trains, effective May 31st, 1908, and Whereas, the said Railroad Commissioners found it impossible to give thorough and exhaustive investigation of the subject, as is necessary, before the said date of May 31st, 1908, and Whereas, the said Railroad Company on May 23rd, 1908, was duly notified by the

said Railroad Commissioners that they would hold a meeting at their office in the city of Tallahassee on May 25th, 1908, at four o'clock p. m., when and where it should have an opportunity to show cause, if any it had, why an order should not be made requiring it not to discontinue the passenger trains between the points aforesaid until a further order of the Railroad Commissioners, and at the time and place appointed the said Railroad Company appeared by Mr. Morton Riddle, general superintendent of its Third Division, and was duly heard; and, Whereas, the said Railroad Commissioners are of the opinion that they cannot investigate the matter and do justice to the public and to the railroad company before May 31st, 1908,

NOW, THEREFORE, It is ordered by the Railroad Commissioners of the State of Florida, that the Atlantic Coast Line Railroad Company shall not discontinue passenger trains Nos. 82 and 83 between Lakeland and Ft. Myers until the further order of the Railroad Commissioners.

Done and ordered by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee, this the 25th day of May, A. D. 1908.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 229.

OFFICE OF THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF DISCONTINUING PASSENGER
TRAINS NOS. 24 AND 25 BETWEEN SANFORD
AND TRILBY, ON THE ATLANTIC COAST LINE
RAILROAD COMPANY.

WHEREAS, Complaint was made to the Railroad Commissioners of the State of Florida that the Atlantic Coast Line Railroad Company was about to discontinue passenger trains Nos. 24 and 25 on its branch from Sanford to Trilby, and that said discontinuance would be detrimental to the public,

AND WHEREAS, the said Railroad Commissioners thereupon on May 30, 1908, notified the said Atlantic Coast Line Railroad Company that they would hold a meeting to consider and determine said matter, at their office in the City of Tallahassee, on the 2nd day of June, 1908, when and where it should have full opportunity to be heard thereon.

AND WHEREAS, On the said day and at the said place the parties appeared; that is to say, Messrs. G. J. Strozier and H. C. McRae on behalf of the complaint, and Hon. W. A. Carter, counsel, and Mr. Morton Riddle, general superintendent of the Third Division, on behalf of the said railroad company, and were heard, and the Railroad Commissioners after due consideration, being fully advised of their action in the premises,

NOW, THEREFORE, the Railroad Commissioners of the State of Florida do find that the withdrawal of said trains will cause the said branch line from Sanford to Trilby not to be properly operated for passenger service, and will be detrimental to the interest of the public and will cause great inconvenience in the matter of con-

nections; and they do hereby order that the Atlantic Coast Line Railroad Company shall not withdraw or discontinue said trains Nos. 24 and 25 on its said branch from Sanford to Trilby either in whole or in part until otherwise ordered by the said Railroad Commissioners.

Done and ordered by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee, this 2nd day of June, A. D. 1908.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 230.

OFFICE OF THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF AMENDMENT OF CLASSIFI-
CATION NO. 3 OF THE RAILROAD COMMISSION
OF FLORIDA RELATIVE TO GREEN SALTED
HIDES AND OTHER ARTICLES.

This matter coming on to be heard on March 20, 1908, after due notice to all railroad companies and common carriers doing business wholly or in part within the State of Florida, and said railroad companies and common carriers having been given an opportunity to be heard:

IT IS HEREBY ORDERED AND ADJUDGED, that Classification No. 3 of the Railroad Commission of Florida be amended as follows:

By striking out the following on page 38:

Class.

"Hides, green salted..... 6

And by inserting in lieu thereof the following:

"Hides, green salted, L. C. L..... 6

Same, C. L..... 80% of 6

And that the other proposed amendments mentioned in the said notice be held under further advisement.

Done and ordered by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee, Florida, this 23rd day of June, A. D. 1908.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 231.

OFFICE OF THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE PROPOSED AMENDMENT
OF RULE 27 OF THE "RULES GOVERNING THE
TRANSPORTATION OF FREIGHT."

This matter coming on to be heard on the 10th day of April, A. D. 1908, after due notice to all the railroads and common carriers doing business wholly or in part within the State of Florida, and they having been given a full opportunity to be heard thereon, and the Railroad Commissioners being now fully advised what action they shall take in the premises:

IT IS HEREBY ORDERED AND ADJUDGED, that Rule 27 of the "Rules governing the transportation of freight" be and the same is hereby amended by striking out the words "fifty cents" wherever they occur in said Rule and inserting in lieu thereof the words "twenty-five cents."

It is further ordered that Rule 27 aforesaid, as so amended, shall take effect July 6, 1908.

Done and ordered by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee, Florida, this 29th day of June, A. D. 1908.

R. HUDSON BURR, Chairman

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 232.

OFFICE OF THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF A JOINT PASSENGER DEPOT
AT PLANT CITY, FLORIDA, FOR THE ATLANTIC
COAST LINE RAILROAD COMPANY, AND THE
SEABOARD AIR LINE RAILWAY.

The joint petition of the Atlantic Coast Line Railroad Company and S. Davis Warfield, R. Lancaster Williams and E. C. Duncan as receivers of the Seaboard Air Line Railway, together with the petition of citizens of Plant City, Florida, having been presented, wherein it is prayed that Orders Nos. 210 and 211, made December 15, 1907, and requiring the said railroad companies (the Seaboard Air Line Railway at that time operating its road), each for itself to build a passenger depot at Plant City, Florida, and to complete the same on or before July 1, 1908, which was afterwards by orders 226 and 227 extended to October 1, 1908, may be so modified as to permit the said Atlantic Coast Line Railroad Company and the said receivers of the Seaboard Air Line Railway to construct a joint passenger depot at Plant City aforesaid, in lieu of the separate passenger depots heretofore ordered as aforesaid, and the same to be completed on or before December 1, 1908:

IT IS THEREFORE ORDERED, that the Atlantic

Coast Line Railroad Company and S. Davis Warfield, R. Lancaster Williams and E. C. Duncan, as receivers of the Seaboard Air Line Railway, each of which railroads does a passenger business from points in Florida to points in Florida, do erect and construct, so that the same shall be completed on or before December 1, 1908, a joint passenger depot at Plant City, Florida, according to the plan attached to the said petitions, which plan is hereby approved.

IT IS FURTHER ORDERED, that such joint passenger depot shall be in lieu of the passenger depot which the Atlantic Coast Line Railroad Company was required by Order No. 210 to construct, and also in lieu of the passenger depot which the Seaboard Air Line Railway was required by Order 211 to construct, at Plant City aforesaid, and that Orders Nos. 210 and 211 are hereby rescinded.

Done and ordered by the Railroad Commissioners of the State of Florida, in session, at their office in the City of Tallahassee, Florida, this 29th day of July, 1908.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 233.

OFFICE OF THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE DISCONTINUANCE OF
PASSENGER TRAINS NOS. 82 and 83 BETWEEN
LAKELAND AND FORT MYERS ON THE ATLANTIC
COAST LINE RAILROAD.

And now a further hearing having been fixed in this matter for this day at 10 o'clock a. m., of which the At-

Done and ordered by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee, Florida, this 29th day of June, A. D. 1908.

R. HUDSON BURR, Chairman

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 232.

OFFICE OF THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF A JOINT PASSENGER DEPOT
AT PLANT CITY, FLORIDA, FOR THE ATLANTIC
COAST LINE RAILROAD COMPANY, AND THE
SEABOARD AIR LINE RAILWAY.

The joint petition of the Atlantic Coast Line Railroad Company and S. Davis Warfield, R. Lancaster Williams and E. C. Duncan as receivers of the Seaboard Air Line Railway, together with the petition of citizens of Plant City, Florida, having been presented, wherein it is prayed that Orders Nos. 210 and 211, made December 15, 1907, and requiring the said railroad companies (the Seaboard Air Line Railway at that time operating its road), each for itself to build a passenger depot at Plant City, Florida, and to complete the same on or before July 1, 1908, which was afterwards by orders 226 and 227 extended to October 1, 1908, may be so modified as to permit the said Atlantic Coast Line Railroad Company and the said receivers of the Seaboard Air Line Railway to construct a joint passenger depot at Plant City aforesaid, in lieu of the separate passenger depots heretofore ordered as aforesaid, and the same to be completed on or before December 1, 1908:

IT IS THEREFORE ORDERED, that the Atlantic

Coast Line Railroad Company and S. Davis Warfield, R. Lancaster Williams and E. C. Duncan, as receivers of the Seaboard Air Line Railway, each of which railroads does a passenger business from points in Florida to points in Florida, do erect and construct, so that the same shall be completed on or before December 1, 1908, a joint passenger depot at Plant City, Florida, according to the plan attached to the said petitions, which plan is hereby approved.

IT IS FURTHER ORDERED, that such joint passenger depot shall be in lieu of the passenger depot which the Atlantic Coast Line Railroad Company was required by Order No. 210 to construct, and also in lieu of the passenger depot which the Seaboard Air Line Railway was required by Order 211 to construct, at Plant City aforesaid, and that Orders Nos. 210 and 211 are hereby rescinded.

Done and ordered by the Railroad Commissioners of the State of Florida, in session, at their office in the City of Tallahassee, Florida, this 29th day of July, 1908.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 233.

OFFICE OF THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE DISCONTINUANCE OF
PASSENGER TRAINS NOS. 82 and 83 BETWEEN
LAKELAND AND FORT MYERS ON THE ATLANTIC
COAST LINE RAILROAD.

And now a further hearing having been fixed in this matter for this day at 10 o'clock a. m., of which the At-

lantic Coast Line Railroad Company had due notice, but at which it failed to appear, and the Railroad Commissioners having prior to the date of such hearing made a further investigation of the subject matter through Commissioner Blitch, who was duly designated to inspect the travel on the said trains and to make report to the Board thereon, which report was made and was before the Board on this day, and the said Board being fully satisfied that it will be detrimental to the interests of the public that said trains should be withdrawn,

IT IS HEREBY ORDERED, that the Atlantic Coast Line Railroad Company shall not discontinue its said trains Nos. 82 and 83 running wholly within the State of Florida, between Lakeland, Florida, and Fort Myers, Florida.

Done and ordered by the Railroad Commissioners of the State of Florida, in session, at their office in the City of Tallahassee, the 12th day of August, A. D. 1908.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 234.

OFFICE OF THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES AGAINST THE
GEORGIA, FLORIDA & ALABAMA RAILWAY
COMPANY FOR VIOLATION OF RULE 11 OF THE
"RULES GOVERNING THE TRANSPORTATION
OF PASSENGERS."

This charge came on for hearing on Monday, August 24, 1908, at 3 o'clock p. m., when the railroad company

aforesaid appeared and witnesses were examined on behalf of and against the charge, and thereupon after due consideration, it appears that the preponderance of the evidence adduced before them is with the defendant, and the charge is hereby dismissed.

Done and ordered by the Railroad Commissioners of the State of Florida, in session, at their office in the City of Tallahassee, this 28th day of August, A. D. 1908.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 235.

OFFICE OF THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES AGAINST THE
SOUTH GEORGIA RAILWAY COMPANY, FOR
VIOLATING AND DISREGARDING THE SCHEDULE
OF FREIGHT RATES PRESCRIBED FOR IT
BY THE RAILROAD COMMISSIONERS.

The charge in this matter, after ten days' notice thereof and of the time and place appointed for hearing the same to the defendant, the South Georgia Railway Company, came on to be heard before the Railroad Commissioners of the State of Florida on September 22, A. D. 1908, at 10 o'clock a. m., at Tallahassee, the time and place appointed in the said notice, when and where the defendant railroad company appeared by Mr. C. I. Harrell, its general freight and passenger agent, and was duly heard upon the said charge and admitted the truth thereof:

It was also shown that the Railroad Commissioners had on several occasions prior to the date of the charge in the proceeding informally called the attention of the de-

fendant company to the fact that it was operating a schedule of freight rates in the State of Florida not authorized by law, and that the defendant company continued to operate such illegal schedule even after the service of the notice and down to the date of the hearing.

THEREFORE, the said Railroad Commissioners do find and adjudge that the defendant, the South Georgia Railway Company, has been guilty, as charged, of violating and disregarding the schedule of freight rates duly prescribed by them for the transportation of freight between points on its line of railway in the State, by changing and putting into effect in lieu thereof on January 2, A. D. 1908, and on divers other days thereafter to August 15, A. D. 1908, a certain tariff of freight rates known as its Florida Local Tariff No. 2, for the transportation of freight wholly within this State between points therein on its line of railway which had not been prescribed by the said Railroad Commissioners and which in divers instances increased the rates which the defendant was authorized by the legal schedule aforesaid to charge and put into effect, and that it, the said defendant, has by said violation and disregard incurred a penalty for such offense which the said Railroad Commissioners do hereby fix and impose in the sum of one hundred dollars.

Done and ordered by the Railroad Commissioners of the State of Florida, in session, at their office in the City of Tallahassee, Florida, this 23rd day of September, A. D. 1908.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 236.

OFFICE OF THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

APPLICATION OF THE ATLANTIC COAST LINE
RAILROAD COMPANY AND WINSTON & BONE
VALLEY RAILROAD COMPANY FOR PERMIS-
SION FOR ATLANTIC COAST LINE RAILROAD
COMPANY TO PURCHASE THE PROPERTY,
RIGHTS, PRIVILEGES AND FRANCHISES OF
WINSTON & BONE VALLEY RAILROAD COM-
PANY.

This matter coming on this day to be heard, upon the application of the Atlantic Coast Line Railroad Company and the Winston & Bone Valley Railroad Company, for permission for the Atlantic Coast Line Railroad Company to purchase the property, rights, privileges and franchises of the Winston & Bone Valley Railroad Company, and the Commissioners having duly considered the same,

IT IS HEREBY ORDERED, that special authority is hereby given to said Winston & Bone Valley Railroad Company to sell, and to said Atlantic Coast Line Railroad Company to purchase the property, rights, privileges and franchises of the said Winston & Bone Valley Railroad Company, situate in the State of Florida, in accordance with the provisions of Section 2812, General Statutes of the State of Florida, 1906.

Done and ordered by the Railroad Commissioners of the State of Florida, in session, at their office in the City of Tallahassee, Florida, this 15th day of October, A. D. 1908.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 237.

OFFICE OF THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF AN AGENCY AT GROVE PARK,
FLORIDA, A STATION ON THE LINE OF THE AT-
LANTIC COAST LINE RAILROAD COMPANY.

This matter coming on to be heard on this day, after due notice to the Atlantic Coast Line Railroad Company, a corporation operating lines of railway as a common carrier between points in Florida, the said corporation appeared by Hon. W. R. Kay, its assistant general counsel, and Mr. Morton Riddle, the general superintendent of its Third Division, and was heard:

AND THEREFORE, IT IS ORDERED, that the Atlantic Coast Line Railroad Company establish an agency at its station at Grove Park, Florida, for the purpose of receiving freight for transportation, and procuring for the shippers the conductors' receipts for the same; of delivering freight to consignees, and of safeguarding the freight while at the station. Provided, that the said station shall remain a prepay station in all other respects as before, and that this Order shall not be held to prevent the Atlantic Coast Line Railroad Company from conferring other and further authority upon its said agent in its discretion.

Ordered by the Railroad Commission of the State of Florida in open session at their office in the City of Tallahassee this 15th day of October, A. D. 1908.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 238.

OFFICE OF THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE TRAIN SERVICE OF THE
TALLAHASSEE, PERRY & SOUTHEASTERN, AND
ST. MARKS BRANCHES OF THE SEABOARD AIR
LINE RAILWAY.

This matter came on to be heard at Tallahassee on October 14, 1908, pursuant to a notice to S. Davies Warfield, R. Lancaster Williams and E. C. Duncan, receivers of the Seaboard Air Line Railway, to appear and show cause on October 7, 1908, which was afterwards postponed with notice to said receivers, until October 14, 1908, why they should be permitted to discontinue the then existing train service on the said branches; at which place and time the said receivers appeared by Hon. George P. Raney, their counsel, and Mr. W. A. Witt, their superintendent, and were fully heard, as well as the complainants.

AND THEREFORE, after due consideration, the Railroad Commissioners find that for several years last past the train service as operated by the Seaboard Air Line Railway over the Tallahassee, Perry & Southeastern branch and over the St. Marks branch has been one mixed train in each direction daily except Sunday, the same train running over both branches and wholly within this State, down to October 1, 1908, when the said trains were discontinued on Mondays, Wednesdays and Fridays; that the tri-weekly train service on the said branches is insufficient both as to freight and passenger service for the needs of the public; that a daily service in each direction except on Sunday ought to be maintained for the proper accommodation of the public, and that the said trains were discontinued after the service of the notice aforesaid upon the said receivers.

AND IT IS THEREFORE ORDERED that the said receivers of the Seaboard Air Line Railway do operate a mixed train daily except Sunday in each direction over each of the said branches as heretofore, beginning on Monday, October 26, 1908.

Ordered in open session at our office in the City of Tallahassee, this 17th day of October, A. D. 1908.

R. HUDSON BURR,

Chairman of the Board of Railroad Commissioners of the State of Florida.

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 239.

OFFICE OF THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF PASSENGER AND FREIGHT
SERVICE AT SUMTERVILLE ON THE SEABOARD
AIR LINE RAILWAY.

This matter, after due notice in writing to S. Davies Warfield, R. Lancaster Williams and E. C. Duncan as receivers of the Seaboard Air Line Railway, came on to be heard on June 20, 1908, at Tallahassee, the time and place appointed for the hearing, when and where the said receivers appeared by Hon. George P. Raney, their counsel; by Mr. R. E. Boswell, their superintendent, and by Mr. D. E. Maxwell, their general agent, and the citizens of Sumterville appeared by Mr. D. L. Belton and Hon. J. B. C. Koonce, and the said parties were fully heard. And thereupon the said Railroad Commissioners find that Sumterville, Florida, is a station on the line of the said Seaboard Air Line Railway, which operates lines of rail-

way from points in Florida to points in Florida, and is situated on a spur track about two miles and a fifth from Sumterville Junction, Florida, a station on the main line of said railway between Jacksonville, Florida, and Tampa, Florida; that it enjoys no passenger train service whatever from the said railway, which is the only line extending into or operated near to it; that the public convenience and comfort require that some passenger train service be rendered to Sumterville.

AND IT IS THEREFORE ORDERED that, effective November 10, 1908, the said receivers of the Seaboard Air Line Railway shall cause passenger trains Nos. 43 and 66, both of which are intra-state trains, to run into Sumterville aforesaid and there stop a sufficient length of time for receiving and discharging passengers, baggage and express matter. And as to the freight service the complaint is retained for further consideration.

Ordered in open session at our office in the City of Tallahassee, this 17th day of October, A. D. 1908.

R. HUDSON BURR,

Chairman of the Board of Railroad Commissioners of the State of Florida.

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 240.

OFFICE OF THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE PHYSICAL CONDITION
OF THE LINE OF RAILWAY OF THE TAVARES
& GULF RAILROAD COMPANY.

This matter came on to be heard on October 15, 1908, at Tallahassee, pursuant to a written notice dated October

1, 1908, and given to the said railroad company, when and where the said railroad company appeared by Mr. W. M. Brittain, its vice-president and general manager, and was duly heard.

And thereupon, after due consideration, it is declared and adjudged that the physical condition of the line of railway of the Tavares & Gulf Railroad Company (which line lies wholly in this State) is not reasonably safe for the passage of trains over it at a reasonable rate of speed, and that it is necessary for the safety of persons and of property conveyed over the said railroad that the company at once proceed to improve its physical condition, and

IT IS THEREFORE ORDERED, that the Tavares & Gulf Railroad Company shall:

1. Replace all rotten cross ties in the track with sound cross ties at the rate of fifteen hundred cross ties each month until all rotten cross ties shall be renewed and replaced.

2. Renew or straighten bent rails on the track as follows: First—On curves where rails are so badly bent as not to permit of alignment, beginning with the curves occurring on grades, and at the same time renewing the necessary cross ties, and surfacing the curves. Second—On the tangents where rails are so badly bent as not to permit of alignment, at the same time throwing the other bent rails into alignment; the work of renewal or straightening of the bent rails on the curves to be completed on or before January 1, 1909; and the work aforesaid on the tangents to be done together with the cross tie renewals thereon.

3. Replace all broken angle bars and fish plates, and supply necessary bolts for joints on the said curves when bent rails are replaced and the track surfaced and on the tangents as the work of cross tie renewals progresses.

4. Put the track in proper surface and alignment as the cross ties are renewed.

Ordered in open session of the Board at its office in the City of Tallahassee this 17th day of October, A. D. 1908.

R. HUDSON BURR,
Chairman of the Board of Railroad Commissioners of the State of Florida.

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 241.

OFFICE OF THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF CHAROES BY JOHNSON &
WILLIAMS AGAINST THE SOUTHERN EXPRESS
COMPANY FOR DISREGARDING THE SCHEDULE
OF RATES.

This matter came on to be heard on October 15, 1908, at Tallahassee, pursuant to notice of the charges served upon the said Southern Express Co. on September 28, 1908, at which time and place there appeared Mr. D. E. Williams, one of the complainants, and Hon. W. E. Kay, counsel for the defendant, and were heard, and the cause was adjourned for further hearing until October 20, 1908, when the defendant appeared by Mr. W. K. Haile, one of its superintendents, and T. T. Welch, route agent, and a further hearing was had.

And thereupon, after due consideration, it is ordered that the charges be dismissed.

Ordered in open session of the Board at its office in the City of Tallahassee this 21st day of October, A. D. 1908.

R. HUDSON BURR.
Chairman of the Board of Railroad Commissioners of the State of Florida.

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 242.

OFFICE OF THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE COMPLAINT OF THE
W. B. JOHNSON COMPANY AGAINST THE
FLORIDA EAST COAST RAILWAY COMPANY FOR
UNJUST DISCRIMINATION.

WHEREAS, the W. B. Johnson Company heretofore made complaint to us that the Florida East Coast Railway Company unjustly discriminated against it in this: That the said Florida East Coast Railway Company at Jacksonville, Florida, a station on its line, accepted from the drays of other shippers their shipments of goods destined to prepay stations in this State on its said railway, and held said shipments in its station or warehouse during the afternoon of the day such goods were received, and permitted said other shippers thereafter, on the same afternoon, to pay the prepay freight charges on said shipments and to take up the bills of lading therefor; while under like conditions it, the said Florida East Coast Railway Company, refused to render the same service and facilities to the complainant upon payment of a like compensation,

AND WHEREAS, The said defendant, the Florida East Coast Railway Company, was duly notified in writing by us of the said complaint, and that on October 20, 1908, we should hold a session at Tallahassee to consider and determine whether or not we should make an order requiring it, the defendant, to render the same service and facilities to the complainant in and touching the matter aforesaid as it rendered to other shippers as aforesaid, and the defendant did not appear at the session aforesaid, but on October 19, 1908, filed its sworn answer to the complaint,

AND WHEREAS, the said session was held at the place and time appointed, when the complainant appeared by Mr. James Lassiter, its vice-president, and testimony was taken, and after said hearing, at which all parties had an opportunity to be heard, we are fully advised in the premises:

WE DO THEREFORE FIND AND ADJUDGE, that the defendant, the Florida East Coast Railway Company, is unjustly discriminating against the complainant, the W. B. Johnson Company, as charged in the complaint, and it is ordered that it forthwith cease from such unjust discrimination, and that it accept from the drays of the W. B. Johnson Company their shipments of goods destined to prepay stations in this State on its said railway and hold said shipments in its station or warehouse during the afternoon of the day such goods shall be received, and permit the said the W. B. Johnson Company thereafter, on the same afternoon, to pay the prepay freight charges on said shipments and to take up the bills of lading therefore, upon the payment of a like compensation, namely, the amount of freight charges to the prepay station, as it receives from other shippers for the same services and facilities. This order shall not be construed as requiring the railway company to issue a bill of lading or to transport goods until the freight charges to prepay stations have been paid.

Ordered in open session at our office in the City of Tallahassee this 3rd day of October, A. D. 1908.

R. HUDSON BURR,

Chairman of the Board of Railroad Commissioners of the State of Florida.

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 243.

OFFICE OF THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF FREIGHT RATES FOR THE
SOUTH GEORGIA RAILWAY COMPANY AND THE
WEST COAST RAILWAY COMPANY.

The South Georgia Railway Company and the West Coast Railway Company having made application to the Railroad Commissioners, through Mr. C. I. Harrell, for an order prescribing a higher schedule of freight rates for the use of said railway companies, and the Commissioners being fully advised in the premises,

IT IS HEREBY ORDERED AND ADJUDGED, that the following schedule of freight rates be, and is, allowed and prescribed for the South Georgia Railway Company and the West Coast Railway Company to be used between all points on their lines in Florida, and that the same shall be put in operation by said railway companies and be effective November 17, 1908, on said railways.

(See Freight Rates.)

Done and ordered by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee, Florida, this 7th day of November, A. D. 1908.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 244.

OFFICE OF THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF FREIGHT AND PASSENGER
RATES FOR THE GREENVILLE SOUTHERN RAIL-
WAY COMPANY.

The Greenville Southern Railway Company having applied to the Railroad Commissioners for an Order prescribing a schedule of freight and passenger rates for that road,

IT IS HEREBY ORDERED AND ADJUDGED, that the following schedule of freight and passenger rates be, and is, allowed and prescribed for the Greenville Southern Railway Company to be used between all points on its line in Florida and that the same shall be put in operation by said railway company and be effective at once on said railway:

(See Freight Rates.)

Passenger rates:

Straight fare, 4 cents per mile.

Round-trip tickets, good for five days exclusive of day of sale, 3 cents per mile.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 14th day of November, A. D. 1908.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 245.

OFFICE OF THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE PROPOSED AMENDMENT
OF CLASSIFICATION NO. 3 RELATIVE TO PRE-
SCRIBING A MINIMUM CARLOAD FOR LIVE
STOCK, UNDER CHAPTER 5422, LAWS OF
FLORIDA.

This matter came on to be heard, pursuant to due notice of the intended action, at the City of Tallahassee, on November 10, 1908, and at an adjourned hearing on November 11, 1908, when and where S. Davies Warfield, R. Lancaster Williams and E. C. Duncan, as receivers of the Seaboard Air Line Railway, appeared by Hon. George P. Raney, their counsel; the Atlantic Coast Line Railroad Company, by Hon. W. E. Kay and Hon. W. A. Carter, its counsel; Mr. Morton Riddle, general superintendent, and Mr. S. P. Collier, assistant general freight agent; the Georgia Southern & Florida Railway Company, by Hon. John I. Hall, its counsel, and Mr. O. H. Grady, general superintendent; the Florida East Coast Railway Company, by Hon. Alex. St. Clair Abrams, its counsel, and the Louisville & Nashville Railroad Company, by Mr. E. A. de Funiak, its assistant general freight agent, and were fully heard, and all persons interested had an opportunity to be fully heard, and the matter was taken under advisement:

NOW, THEREFORE, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do order that Classification No. 3 of the Railroad Commissioners of the State of Florida be and the same is hereby amended in conformity to the proposed amendment set forth in the notice of intended action, that is to say,

the said Classification No. 3 is amended under the head of Live Stock by striking out the words:

"Live Stock, 20,000 pounds Min. C. L. (See note governing valuation.)"

And by substituting in lieu thereof the words:

"Live Stock, 20,000 pounds Min. C. L. for car 34 feet in length or longer, inside measurement. The use of cars less than 34 feet in length, inside measurement, for transportation of live stock is prohibited. (See note governing valuation.)"

The foregoing amendment shall take effect January 1, 1909.

Ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, this 3rd day of December, A. D. 1908.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 246.

OFFICE OF THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE PLANT CITY, ARCADIA
& GULF RAILWAY, AND THE SEABOARD AIR
LINE RAILWAY AS CONNECTING RAILROADS
UNDER RULE 1 OF THE "RULES GOVERNING
THE TRANSPORTATION OF FREIGHT."

WHEREAS, written notice, dated September 23, 1908, duly served upon the parties therein named, was given by the Railroad Commissioners of the State of Florida, to the Plant City, Arcadia & Gulf Railway and to S. Davies

ORDER NO. 245.

OFFICE OF THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE PROPOSED AMENDMENT
OF CLASSIFICATION NO. 3 RELATIVE TO PRE-
SCRIBING A MINIMUM CARLOAD FOR LIVE
STOCK, UNDER CHAPTER 5422, LAWS OF
FLORIDA.

This matter came on to be heard, pursuant to due notice of the intended action, at the City of Tallahassee, on November 10, 1908, and at an adjourned hearing on November 11, 1908, when and where S. Davies Warfield, R. Lancaster Williams and E. C. Duncan, as receivers of the Seaboard Air Line Railway, appeared by Hon. George P. Raney, their counsel; the Atlantic Coast Line Railroad Company, by Hon. W. E. Kay and Hon. W. A. Carter, its counsel; Mr. Morton Riddle, general superintendent, and Mr. S. P. Collier, assistant general freight agent; the Georgia Southern & Florida Railway Company, by Hon. John I. Hall, its counsel, and Mr. O. H. Grady, general superintendent; the Florida East Coast Railway Company, by Hon. Alex. St. Clair Abrams, its counsel, and the Louisville & Nashville Railroad Company, by Mr. E. A. de Funiak, its assistant general freight agent, and were fully heard, and all persons interested had an opportunity to be fully heard, and the matter was taken under advisement:

NOW, THEREFORE, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do order that Classification No. 3 of the Railroad Commissioners of the State of Florida be and the same is hereby amended in conformity to the proposed amendment set forth in the notice of intended action, that is to say,

the said Classification No. 3 is amended under the head of Live Stock by striking out the words:

"Live Stock, 20,000 pounds Min. C. L. (See note governing valuation.)"

And by substituting in lieu thereof the words:

"Live Stock, 20,000 pounds Min. C. L. for car 34 feet in length or longer, inside measurement. The use of cars less than 34 feet in length, inside measurement, for transportation of live stock is prohibited. (See note governing valuation.)"

The foregoing amendment shall take effect January 1, 1909.

Ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, this 3rd day of December, A. D. 1908.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 246.

OFFICE OF THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE PLANT CITY, ARCADIA
& GULF RAILWAY, AND THE SEABOARD AIR
LINE RAILWAY AS CONNECTING RAILROADS
UNDER RULE 1 OF THE "RULES GOVERNING
THE TRANSPORTATION OF FREIGHT."

WHEREAS, written notice, dated September 23, 1908, duly served upon the parties therein named, was given by the Railroad Commissioners of the State of Florida, to the Plant City, Arcadia & Gulf Railway and to S. Davies

Warfield, R. Lancaster Williams and E. C. Duncan, as receivers of the Seaboard Air Line Railway, that they, the said Railroad Commissioners, would meet at their office in the City of Tallahassee, on October 15, 1908, at 10 o'clock a. m., for the purpose of investigating and determining whether or not the Plant City, Arcadia & Gulf Railway, which is operated wholly within this State, and connects therein with the Seaboard Air Line Railway, which operates lines of railway between points in this State, was under the management or control by lease, ownership or otherwise of the Seaboard Air Line Railway, or the majority of its stock was owned or controlled, either directly or indirectly, by the said Seaboard Air Line Railway, and whether or not the two connecting lines of railway aforesaid should for the purpose of transportation in applying their schedules of freight rates for the transportation of freight wholly within this State be considered as constituting but one and the same road, and the rates computed as upon parts of one and the same road according to the provisions of Rule 1 of the "Rules Governing the Transportation of Freight" prescribed by the said Railroad Commissioners, which said Rule is as follows:

"All connecting railroads which are under the management or control, by lease, ownership or otherwise, of one and the same company, and all connecting roads, the majority of whose stock is owned or controlled either directly or indirectly by one of the connecting lines, shall, for the purposes of transportation, in applying their schedules of freight rates, be considered as constituting but one and the same road, and the rates be computed as upon parts of one and the same road, unless otherwise specified. The fact that each of said roads has a separate board of directors shall not prevent the application of this rule. Whenever any railroad company owns and operates in connection with its road, and for the purpose of transporting its cars, freight or passengers, any steamer or other water craft, such steamer or water craft shall be deemed a part of its said road."

And also for the purpose of investigating and determining whether or not the freight rates heretofore prescribed for the Seaboard Air Line Railway should apply to the Plant City, Arcadia & Gulf Railway, in case it should be shown to be a part of the Seaboard Air Line Railway.

AND WHEREAS, such hearing was had pursuant to the said notice at the time and place appointed therein, when the respondents appeared by their counsel, Hon. Geo. P. Raney, and their assistant general freight agent, Mr. E. D. Kyle, and admitted that the majority of the stock of the Plant City, Arcadia & Gulf Railway was owned by the Seaboard Air Line Railway, but applied for a suspension of Rule 1 aforesaid, or, if that could not be granted then for an increase of freight rates for the Plant City, Arcadia & Gulf Railway over those prescribed for the Seaboard Air Line Railway, and requested that the further hearing be continued until a future day, which was thereupon continued until November 10, 1908, at which time the said Plant City, Arcadia & Gulf Railway and the said receivers again appeared by their counsel and their general freight agent aforesaid and were fully heard, and the application for a suspension of Rule 1 was then denied but the application for an increase of freight rates for the Plant City, Arcadia & Gulf Railway was held under advisement.

NOW, THEREFORE, After due consideration, the Railroad Commissioners do find and adjudge that the line of railroad of the Plant City, Arcadia & Gulf Railway, which is operated wholly within the State of Florida, is, and has been for more than one year prior to the notice aforesaid, a railroad connecting in this State with the line of railroad of the Seaboard Air Line Railway, which is operated between points in this State; that the Seaboard Air Line Railway owns, and has owned for more than one year prior to the date of the notice aforesaid, a majority of the stock of the Plant City, Arcadia & Gulf

Railway, and that the two said railways are, and have been for the period aforesaid, subject to the provisions of Rule 1 of the "Rules Governing the Transportation of Freight," and that the Seaboard Air Line Railway operates the Plant City, Arcadia & Gulf Railway.

AND IT IS ORDERED, that for the purpose of transportation of freight wholly within this State, the Seaboard Air Line Railway and the Plant City, Arcadia & Gulf Railway shall forthwith cease and desist from applying their schedules of freight rates as two separate railroads, and that for the purpose aforesaid the said two railroads must be considered as constituting but one and the same road, and the rates thereon must be computed as upon parts of one and the same road, namely the Seaboard Air Line Railway.

AND IT IS FURTHER ORDERED, that the application for an increase of freight rates for the Plant City, Arcadia & Gulf Railway over those prescribed for the Seaboard Air Line Railway be denied; and that the freight rates heretofore prescribed for the Seaboard Air Line Railway shall be operated by the Plant City, Arcadia & Gulf Railway, to take effect December 15, 1908, in lieu of those now operated by the latter company.

Done and ordered by the Railroad Commissioners of the State of Florida, in session, at their office in the City of Tallahassee, this 3rd day of December, 1908.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 247.

OFFICE OF THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF PROPOSED RULE NO. 12 OF
THE "RULES GOVERNING THE TRANSPORTA-
TION OF PASSENGERS."

This matter came on for hearing, pursuant to notice of the intended action given according to law, before the Railroad Commissioners in the City of Tallahassee on November 10, 1908, when and where representatives of divers railroad companies doing a passenger business within this State appeared, and were fully heard on behalf of their respective companies, and all persons and companies interested having had a full opportunity to be heard, the matter was taken under advisement.

NOW, THEREFORE, The Railroad Commissioners of the State of Florida, being fully advised in the premises, do order that the following shall be and the same is hereby adopted as Rule 12 of the "Rules Governing the Transportation of Passengers:"

"12. No railroad company shall discontinue running any regular train carrying passengers, either wholly or in part, without the consent of the Railroad Commissioners previously obtained. Written application for such consent must be made at least ten days before the date for the proposed discontinuance, but the Railroad Commissioners may in their discretion shorten the time of application for good cause shown.

"This rule does not apply to a passenger train or trains put on for special occasions, such as fairs, carnivals, conventions, excursions and the like."

IT IS FURTHER ORDERED, that the foregoing rule shall go into effect on January 1, 1909.

Ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, this 3rd day of December, A. D. 1908.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 248.

OFFICE OF THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE PROPOSED RULE 15-A
OF THE "RULES GOVERNING THE TRANSPORTATION OF FREIGHT."

This matter came on to be heard in the Board of Trade rooms in the city of Jacksonville, Florida, on December 8, 1908, at 10 o'clock a. m., pursuant to notice of the intended action and of the time and place of meeting, dated November 19, 1908, given to and duly served upon the Atlantic Coast Line Railroad Company; S. Davies Warfield, R. Lancaster Williams and E. C. Dnncean as receivers of the Seaboard Air Line Railway; the Georgia Southern & Florida Railway Company; the Florida East Coast Railway Company; the St. Johns Terminal Company and the Jacksonville Lumber Exchange, being all the Railroad Companies and parties interested; when and where the Atlantic Coast Line Railroad Company appeared by Hon. W. E. Kay, counsel, Mr. James Menzies, general freight agent, Mr. Morton Riddle, general superintendent, and Mr. S. P. Collier, division freight agent; the receivers of the Seaboard Air Line Railway by Hon. George P. Raney, counsel, Mr. E. D. Kyle, assistant general freight agent, and Mr. R. E. Boswell, superintendent; the Georgia Southern & Florida Railway Company by Hon. E. J.

Engle, counsel, Mr. O. M. Grady, general superintendent, and Mr. James Cutler, general freight agent; the St. Johns River Terminal Company by the same persons who appeared for the Georgia Southern & Florida Railway Company; the Florida East Coast Railway Company, by J. P. Beckwith, traffic manager, and the Jacksonville Lumber Exchange, by Messrs. A. L. Layton, C. F. Miller, E. King, Jr., T. L. Keller, W. F. Jones, John Stephens, D. Gay, F. R. Clarke and C. H. Darby, and were all fully heard, and the matter was taken under advisement.

NOW, THEREFORE, the Railroad Commissioners of the State of Florida, being fully advised in the premises, hereby adopt and prescribe the following as Rule No. 15-A of the "Rules Governing the Transportation of Lumber," that is to say:

15-A. The charge for switching cars of rough lumber assigned to and arriving at the City of Jacksonville, from points in this State to any planing mill in the Jacksonville yards, and thence, after lumber is dressed, to any point in the same yards, shall not be more than \$2.00 per car; Provided that when the said switching movement is over the tracks of more than one railroad, a charge of not more than \$3.00 may be made. This rule shall not be interpreted as rescinding or modifying Rule 15, except as herein specifically provided."

It is further ordered that this rule shall go into effect January 1, 1909.

Done and ordered by the Railroad Commissioners aforesaid in open session at their office in the City of Tallahassee, this 19th day of December, A. D. 1908.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 249.

OFFICE OF THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES AGAINST THE
RECEIVERS OF THE SEABOARD AIR LINE RAIL-
WAY FOR NOT UNLOADING LIVE STOCK FOR
FEED AND WATER AS REQUIRED BY LAW.

WHEREAS, charges were made before the Railroad Commissioners of the State of Florida by the East Coast Cattle Company that S. Davies Warfield, R. Lancaster Williams and E. C. Duncan, as receivers of the Seaboard Air Line Railway, had violated the provisions of Section 2 of an Act entitled "An Act to Regulate the Transportation of Live Stock and to Provide Penalties for the violation thereof," being Chapter 5422 of the Laws of Florida, approved June 5, 1905, in this: That on February 25, 1908, one Samuel Brown shipped certain live stock to wit, 32 cows, in a car from Havana, Florida, to the East Coast Cattle Company at Miami, Florida, to be carried between said points over lines of connecting railways wholly within this State, which car of live stock was delivered to the defendants as one of the said connecting railways, on February 25, 1908, by the Georgia, Florida & Alabama Railway Company, the initial line of said connecting railways, to be transported by the defendants from its junction with the line of the defendant's railway to Jacksonville, Florida, there to be delivered to the Florida East Coast Cattle Company, on whose line Miami is located; and that the defendants received said car of live stock and transported it from the junction aforesaid to Jacksonville aforesaid, a distance of, to wit, one hundred and sixty-five miles. And that while said car of live stock was in the defendant's possession as aforesaid, a period of twenty-eight hours in which it was required that such

live stock must be unloaded for feed and water approached completion, and was completed, whereby it became the defendant's duty according to the Statute to unload said live stock for feed and water, so that a longer period than twenty-eight hours should not elapse without unloading said live stock for feed and water; yet, that the defendants failed and neglected to unload said live stock for feed and water within the said time prescribed by law, and by such failure and neglect the said live stock were not unloaded for feed and water during a much longer period, to wit, the period of thirty-seven hours, before delivery of the same by the defendants to the Florida East Coast Railway Company aforesaid.

AND WHEREAS, ten days' notice of the said charges and of the time and place appointed for hearing the same was duly given to the defendants, and thereafter the hearing was had, as appointed, at Tallahassee, on December 17, A. D. 1908, when and where the receivers aforesaid, defendants, appeared by their counsel, Hon. George P. Raney, and by S. Davies B. Zartman, Superintendent of Terminals at Jacksonville, Florida, and were heard upon the said charges; and the Railroad Commissioners being now fully advised in the premises:

NOW, THEREFORE, the Railroad Commissioners of the State of Florida do find that the facts alleged in the said charges are true, and they do adjudge that S. Davies Warfield, R. Lancaster Williams and E. C. Duncan, as receivers of the Seaboard Air Line Railway and as such operating said railway for the transportation of passengers and property from points within this State to other points within this State, have been guilty, as charged, of a violation of Section 2 of an Act entitled "An Act to Regulate the Transportation of Live Stock, and to Provide Penalties for the Violation Thereof," being Chapter 5422 of the Laws of Florida, approved June 5, 1905, and by such violation have incurred a penalty which is hereby

fixed and imposed in the sum of One Hundred and Fifty Dollars, which they are ordered to pay promptly to the State Treasurer.

Done and Ordered by the Railroad Commissioners aforesaid in session at their office in the city of Tallahassee, this 17th day of December, A. D. 1908.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 250.

OFFICE OF THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES AGAINST THE RECEIVERS OF THE SEABOARD AIR LINE RAILWAY FOR NOT UNLOADING LIVE STOCK FOR FEED AND WATER AS REQUIRED BY LAW.

WHEREAS, charges were made before the Railroad Commissioners of the State of Florida by the East Coast Cattle Company, that S. Davies Warfield, R. Lancaster Williams and E. C. Duncan as Receivers of the Seaboard Air Line Railway, had violated the provisions of Section 2 of an act entitled "An Act to Regulate the Transportation of Live Stock and to Provide Penalties for the violation thereof," being Chapter 5422 of the Laws of Florida, approved June 5, 1905, in this: That on February 25, 1908, one Samuel Brown shipped certain live stock, to wit: 34 cows, in a car from Havana, Florida, to the East Coast Cattle Company at Fort Pierce, Florida, to be carried between said points over lines of connecting railways wholly within this State, which car of live stock was delivered to the defendants as one of the said connecting railways on February 25, 1908, by the Georgia, Florida & Alabama

Railway Company, the initial line of said connecting railways, to be transported by the defendants from its junction with the line of the defendant's railway to Jacksonville, Florida, there to be delivered to the Florida East Coast Railway Company on whose line Fort Pierce is located; and that the defendants received said car of live stock and transported it from the junction aforesaid to Jacksonville aforesaid, a distance of, to wit: one hundred and sixty-five miles. And that while said car of live stock was in the defendants' possession as aforesaid, a period of twenty-eight hours in which it was required that such live stock must be unloaded for feed and water approached completion, and was completed, whereby it became the defendants' duty, according to the statute, to unload said live stock for feed and water, so that a longer period than twenty-eight hours should not elapse without unloading said live stock for feed and water; yet, that the defendants failed and neglected to unload said live stock for feed and water within the said time prescribed by law, and by such failure and neglect the said live stock were not unloaded for feed and water during a much longer period, to wit, the period of thirty-seven hours before delivering of the same by the defendants to the Florida East Coast Railway Company aforesaid.

AND WHEREAS, ten days' notice of the said charges and of the time and place appointed for bearing the same was duly given to the defendants, and thereafter the hearing was had, as appointed, at Tallahassee, on December 17, A. D. 1908, when and where the receivers aforesaid, defendants, appeared by their Counsel, Hon. George P. Raney, and by S. B. Zartman, Superintendent of Terminals at Jacksonville, Florida, and were heard upon the said charges; and the Railroad Commissioners being now fully advised in the premises:

NOW, THEREFORE, the Railroad Commissioners of the State of Florida do find that the facts alleged in the said charges are true, and they do adjudge

that S. Davies Warfield, R. Lancaster Williams and E. C. Dunnean as receivers of the Seaboard Air Line Railway, and as such operating said railway for the transportation of passengers and property from points within this State to other points within this State, have been guilty, as charged, of a violation of Section 2 of an Act entitled "An Act to Regulate the Transportation of Live Stock, and to provide Penalties for the Violation Thereof," being Chapter 5422 of the Laws of Florida, approved June 5, 1905, and by such violation have incurred a penalty which is hereby fixed and imposed in the sum of one hundred and fifty dollars, which they are ordered to pay promptly to the State Treasurer.

Done and ordered by the Railroad Commissioners aforesaid in session at their office in the City of Tallahassee, this 17th day of December, A. D. 1908.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 251.

OFFICE OF THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE PROPOSED AMEND-
MENT OF THE "RULES GOVERNING THE
TRANSPORTATION OF FREIGHT" AS TO RULE 10.

This matter came on to be heard at Tallahassee on March 24, 1908, after due notice, dated February 26, 1908, to all the Railroad Companies and common carriers doing business wholly or in part in this State of the intended action, when and where there appeared the Georgia Southern & Florida Railway Company, by Mr. J. M. Cut-

ler, General Freight agent, the receivers of the Seaboard Air Line Railway by Hon. George P. Raney, Counsel, and Mr. S. C. Boylston, Jr., Assistant General Passenger agent; the Tampa Northern Railway by Mr. J. H. McWilliams, general freight agent; the Georgia, Florida & Alabama Railway Company, by Mr. B. C. Prince, traffic manager; the Florida East Coast Railway Company, by written communication; the Natural Bridge Railroad Company by Messrs. Phillips and Acosta; the Louisville & Nashville Railroad Company, by Mr. E. A. de Funiak, general freight agent, and the Atlantic Coast Line Railroad Company by Mr. James Menzies, general freight agent, and were duly heard, and all railroad companies and common carriers doing business wholly or in part in this State, had then and there an opportunity to be heard, and the matter was taken under advisement.

NOW THEREFORE, we, the said Railroad Commissioners of the State of Florida, do order that our Rules and Regulations Governing the Transportation of Freight be and the same are hereby amended as follows:

By striking out Rule 10 of the "Rules Governing the Transportation of Freight" and inserting in lieu thereof the following:

"10. (1) In all cases in which the classification provides a rate per 100 pounds, per ton, or per barrel, giving to carload shipments lower rates than apply to less than carload shipments, the standard minimum weight of a carload shall be 24,000 pounds, unless otherwise specified. Where the actual weight loaded in a car is in excess of the minimum weight, such excess may be charged for in proportion to carload rates; provided, that in no case shall the amount collected on less than a carload exceed the price per carload.

(2) Mixed carloads of articles embraced in the same class shall be transported at the same rate as a carload of any one of said articles. If their minimum carload weights be different, the lowest minimum weight shall be

applied, and excess charged according to clause 1 of this rule. For example: If such minimum weights be 30,000 lbs. and 24,000 lbs. the 24,000 lbs minimum shall be taken.

(3) Carload rates apply to the carload and more made by one shipper at one time to one and the same point of delivery to the same consignee, although the same may in fact be carried by the railroad to the point of delivery in lots less than the amount recognized as a carload."

This Amendment shall take effect on February 4, 1909.

Ordered in open session at our office in the City of Tallahassee this 4th day of January, A. D. 1909.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 252.

OFFICE OF THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE PROPOSED AMEND-
MENTS TO CLASSIFICATION NO. 3 OF THE SAID
RAILROAD COMMISSIONERS, RELATING TO MA-
CHINERY AND MACHINES AND SALT.

This matter came on to be heard at Tallahassee on March 24, 1908, after due notice dated February 26, 1908, to all railroad companies and common carriers doing business wholly or in part within this State of the intended action, and said railroad companies and common carriers having been given an opportunity to be heard, and such of them as desired to be heard, having been heard thereon, and we being now fully advised in the premises:

It is hereby ordered that our Classification No. 3 be and the same is hereby amended as follows:

By striking out the following on page 48:

Machinery and Machines, C. L.	Class.
Well Boring, consisting of auger stems, belts, brake bands, brake levers, bull wheels (wood), casing heads, drilling tools, jars, joints, reamers, rig irons, rope sockets, sand pumps, sand reels, sinker bars, sucker rods, temper screws, tongues and wrenches, C. L., min wt. 20,000 lbs.	6

And by inserting in lieu thereof the following:

Machinery and Machines, C. L.	Class.
Well Boring, consisting of auger stems, belts, brake bands, brake levers, bull wheels (wood), casing heads, drilling tools, jars, joints, reamers, right irons, rope sockets, sand pumps, sand reels, sinker bars, sucker rods, temper screws, tongues and wrenches, C. L., min wt. 20,000 lbs. N	

And also by striking out the following on page 61:

Salt, viz.:	Class.
Table, in boxes.....	4
Same, in sacks or bbls., L. C. L.....	6
Common, in sacks or bbls., L. C. L.....	3-4 of 6
Common, C. L., 24,000 lbs.....	0

And by inserting in lieu thereof the following:

Salt, viz.:	Class.
Table, in boxes.....	80% of 4
Same, in sacks or bbls., L. C. L.....	80% of 6
Common, in sacks or bbls., L. C. L.....	60% of 6
Common, C. L., 24,000 lbs.....	80% of 0

And it is further ordered that these amendments shall take effect on February 4, 1909.

Ordered by the Railroad Commissioners of the State

of Florida in session at our office in the City of Tallahassee, this 4th day of January, A. D. 1909.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 253.

OFFICE OF THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE PROPOSED AMEND-
MENT OF THE "RULES GOVERNING THE TRANS-
PORTATION OF PASSENGERS" AS TO RULE 4.

This matter came on to be heard at Tallahassee on March 24, 1908, after due notice dated February 26, 1908, to all railroad companies and common carriers doing business wholly or in part in this State of the intended action and all said railroad companies and common carriers had then and there an opportunity to be heard on said intended action, which was to strike out Rule 4 of the "Rules Governing the Transportation of Passengers" and to insert in lieu thereof the following:

"4. In the computation of fares, any fraction of a cent less than half a cent shall be disregarded, and any fraction equal to or more than half a cent shall be computed as one cent."

NOW THEREFORE, we, the Railroad Commissioners of the State of Florida, after due consideration, do hereby determine and order that the said amendment be not adopted and that Rule 4 of the "Rules Governing the Transportation of Passengers" be continued in its present form until some further notice be given for its amendment.

Ordered in open session at our office in the City of Tallahassee, this 4th day of January, A. D. 1909.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 254.

OFFICE OF THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE PROPOSED RULE 12
(RE-NUMBERED RULE 13) OF THE "RULES GOV-
ERNING THE TRANSPORTATION OF PASSEN-
GERS."

This matter came on to be heard at Tallahassee on March 24, 1908, after due notice to all the railroad companies and common carriers doing business wholly or in part in this State, of the intended action; when and where there appeared the Atlantic Coast Line Railroad Company, by Mr. James Menzies, general freight agent; the Louisville & Nashville Railroad Company, by Mr. E. A. de Funiak; the receivers of the Seaboard Air Line Railway by Hon. George P. Raney, Counsel, and Mr. S. C. Boylston, Jr., assistant general passenger agent; the Florida East Coast Railway Company, by written communication; the Georgia Southern & Florida Railway Company, by Mr. J. M. Cutler, general freight agent; the Georgia, Florida & Alabama Railway Company, by Mr. B. C. Prince, traffic manager; the Natural Bridge Railroad, by Messrs. Phillips and Acosta, and the Tampa-Northern Railway by Mr. J. H. MacWilliams, general freight agent, and were heard thereon, and all railroad companies and common carriers doing business wholly or in part in this State had an opportunity to be heard thereon, and the matter was taken under advisement:

NOW THEREFORE, we, the Railroad Commissioners of the State of Florida, being now fully advised in the premises, do hereby adopt and prescribe the following as an additional rule to the "Rules Governing the Transportation of Passengers," which shall be known as Rule 13, another, Rule 12, having been added to said Rules since the notice aforesaid was given:

"Trains carrying passengers must stop at regular stations where they are scheduled to stop, and must stop on flag at flag stations where they are so scheduled to stop."

This rule shall go into effect on January 15, 1909.

Ordered in open session at our office in the City of Tallahassee, this 4th day of January, A. D. 1909.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 255.

OFFICE OF THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF CHARGES AGAINST THE RECEIVERS OF THE SEABOARD AIR LINE RAILWAY FOR VIOLATING SECTION 2907 OF THE GENERAL STATUTES OF THE STATE OF FLORIDA.

WHEREAS, S. Davies Warfield, R. Lancaster Williams and E. C. Duncan, as receivers of the Seaboard Air Line Railway, were charged before us with having violated or disregarded the provisions of Section 2907 of the General Statutes of this State, in that they entered into a certain contract and agreement, without submitting the same to us for inspection, correction and approval, with the At-

lantic Coast Line Railroad Company, the Georgia Southern & Florida Railway Company, and the Florida East Coast Railway Company, and other railroad companies; all of the aforesaid railroad companies, as well as the said receivers, doing business as such in transporting property from points within this State to other points within this State, that each railroad company should pay for the use of freight cars other than its own the sum of fifty cents per day, which should be paid for every calendar day; which said contract and agreement applied to the use of freight cars for transportation of property from points within this State to other points therein. And whereas, after ten days' notice to the said receivers of the time and place for hearing the said charges a hearing was had on January 4, 1909, at 10 o'clock a. m., at Tallahassee, the time and place fixed in the said notice, when and where the said receivers appeared by Hon. George P. Raney, Counsel, and Mr. R. E. Boswell, Superintendent, and the said charges were heard, and the defendants were heard thereon.

NOW THEREFORE, we, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do find and adjudge that S. Davies Warfield, R. Lancaster Williams and E. C. Duncan as Receivers of the Seaboard Air Line Railway, have been guilty of a violation of Section 2907 of the General Statutes of this State, as charged, and by such violation have incurred a penalty which is hereby fixed and imposed in the sum of two hundred and fifty dollars, which they are ordered to pay promptly to the State Treasurer.

Done and ordered in open session at our office in the City of Tallahassee, this 4th day of January, A. D., 1909.

R. HUDSON BURR, Chairman.

Attest: ROYAL C. DUNN, Secretary.

ORDER NO. 256.

OFFICE OF THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE ERECTION OF A FREIGHT
AND PASSENGER DEPOT AT CAMPBELLTON, A
STATION ON THE ATLANTA & ST. ANDREWS
BAY RAILWAY IN THIS STATE.

This matter came on for bearing on Thursday, January 7, 1909, at Tallahassee, pursuant to dne notice in writing, dated December 18, 1908, to the Atlanta & St. Andrews Bay Railway Company, which at said hearing appeared by Mr. W. R. Beauprie, its General Manager, and was duly heard.

And, Therefore, we, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do find and adjudge that the erection of a freight and passenger depot at Campbellton, as hereinafter prescribed, is necessary for the convenient and prompt handling, transportation and delivery of freight, and for the safety and convenience of passengers, over the line of the said railway to and from Campbellton from and to other points in this State.

We do therefore order that the said Atlanta & St. Andrews Bay Railway Company, a railroad company transporting freight and passengers between points in this State, shall, on or before April 7, 1909, erect and completely finish at Campbellton, a station on its railway in this State, a freight and passenger depot of the following specifications:

Two waiting rooms, one for white and one for colored passengers, each to be 12 feet by 16 feet, with an agent's office 8 feet by not less than 23 feet; a freight room 24 feet by 35 feet, and a covered platform 20 feet by 24 feet; and there shall be two outside private closets for each race,

one for men and the other for women, with the privacy of the sexes and separation of races sufficiently guarded. And approaches for passengers and teams to the track shall be made safe and accessible.

Ordered by us, in open session, at our office in the City of Tallahassee, this 7th day of January, A. D. 1909.

R. HUDSON BURR, Chairman.

Attest: S. E. COBB, Secretary.

ORDER NO. 257.

OFFICE OF THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF FREIGHT AND PASSENGER
RATES FOR THE SANFORD & EVERGLADES
RAILROAD COMPANY.

The Sanford & Everglades Railroad Company having applied to the Railroad Commissioners for an order prescribing a schedule of freight and passenger rates for that road.

It is hereby ordered and adjudged that the following schedule of freight and passenger rates be, and is, allowed and prescribed for the Sanford & Everglades Railroad Company to be used between all points on its line in Florida and that the same shall be put in operation by said railroad company and be effective at once on said railroad:

(See Freight Rates.)

Passenger rates:

Straight fare, 4c per mile.

Round trip ticket, good for five days, exclusive of day of sale, 3c per mile.

Done and ordered by the Railroad Commissioners of the State of Florida, in session, at their office in the City of Tallahassee, Florida, this 11th day of January, A. D. 1909.

NEWTON A. BLITCH, Acting Chairman.

Attest: S. E. COBB, Secretary.

ORDER NO. 258.

OFFICE OF THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE PROPOSED RESCINDING
OF RULE 8 OF THE "RULES GOVERNING THE
TRANSPORTATION OF PASSENGERS."

This matter came on to be heard on January 7, 1909, at Tallahassee, after due notice of the time and place of meeting dated December 21, 1908, and duly served upon the Georgia Southern & Florida Railway Company, which alone is interested in said rule, and which appeared by a written statement from Mr. C. B. Rhodes, its General Passenger Agent, and otherwise had a full opportunity to be heard.

And, thereupon, after due consideration, we, the Railroad Commissioners of the State of Florida, do hereby rescind Rule 8 of the "Rules Governing the Transportation of Passengers," which applies solely to the Georgia Southern & Florida Railway Company.

This order shall take effect on January 26, 1909.

Ordered in open session of our Board at Tallahassee, this 15th day of January, A. D. 1909.

R. HUDSON BURE, Chairman.

Attest: S. E. COBB, Secretary.

ORDER NO. 259.

OFFICE OF THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF A JOINT DEPOT AT HAMPTON, FLORIDA, A STATION ON THE LINES OF THE GEORGIA SOUTHERN & FLORIDA RAILWAY COMPANY, AND OF THE SEABOARD AIR LINE RAILWAY.

WHEREAS, due notice was heretofore given to the Seaboard Air Line Railway and the Georgia Southern & Florida Railway Company that a hearing would be had on January 21, 1908, at Hampton, Florida, to consider whether or not the said two railroad companies should be required to erect a joint passenger depot in that town, and thereafter said hearing was had, and the said railroad companies appeared (the said Seaboard Air Line Railway by its receivers) and were heard.

AND WHEREAS, since said hearing the question of depot facilities at Hampton aforesaid has been the subject of further negotiation between the said Georgia Southern & Florida Railway Company and the receivers of the Seaboard Air Line Railway and the Railroad Commissioners; and the said respondents have applied for leave to build a joint freight and passenger depot, instead of a joint passenger depot only, and plans for the same have been filed with the Railroad Commissioners by the Receivers of the Seaboard Air Line Railway, which are satisfactory to the said Railroad Commissioners.

NOW, THEREFORE, It is ordered that the Georgia Southern & Florida Railway Company, and S. Davies Warfield, R. Lancaster Williams and E. C. Duncan, as receivers of the Seaboard Air Line Railway, which railways are engaged in the transportation of persons and property from points in this State to other points in this

State, and enter each the said town of Hampton, shall build a joint freight and passenger depot at said town, according to the plan filed as aforesaid with the Railroad Commissioners, which is hereby approved, and that the said joint depot shall be completed within three months after the date of this order.

Ordered by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee, this 3d day of February, A. D. 1909.

R. HUDSON BURR, Chairman.

Attest: S. E. COBB, Secretary.

ORDER NO. 260.

OFFICE OF THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE PETITION RELATIVE TO
THE CONSTRUCTION OF A PASSENGER DEPOT
AT MADISON, FLORIDA, A STATION ON THE
LINE OF THE SEABOARD AIR LINE RAILWAY.

WHEREAS, on November 16, 1907, we made our certain Order No. 193, in the above entitled matter, upon hearing, after due notice to the Seaboard Air Line Railway, that the said railway should construct at Madison, which is a station on its line in this State, a passenger depot of the same plan and size as that approved by us on October 27, 1907, for a passenger depot at Quincy, which is another station on the said line in this State, the same to be completed on or before March 20, 1908.

AND WHEREAS, the said Seaboard Air Line Railway in Florida, after the making of said order—namely in the month of January, 1908, passed under the control of S. Davies Warfield, R. Lancaster Williams and E. C. Dun-

can as Receivers thereof, appointed by the United States Circuit Court for the Northern and for the Southern districts of Florida, and no steps have been taken by the said Seaboard Air Line Railway or by its said receivers to comply with Order No. 193, although both have had notice thereof.

AND WHEREAS, by our notice, dated January 28, notified the Seaboard Air Line Railway and its receivers 1909, we notified the Seaboard Air Line Railway and its receivers aforesaid, to show cause before us on February 18, 1909, at noon, in the City of Tallahassee, why we should not make a new order herein requiring, among other things, the receivers aforesaid, instead of the incorporation which they represent, to construct the said passenger depot, and otherwise altering or modifying said Order No. 193 as might be found to be necessary and proper at the hearing. And, accordingly, the said hearing was had at the time and place appointed, where and when the said receivers appeared by Hon. George P. Raney, their Division Counsel, Mr. W. A. Witt, Division Superintendent and Mr. H. S. Thomas, Assistant Engineer, and were duly heard and the matter was taken under advisement.

NOW, THEREFORE, After due consideration, it is adjudged that no good reason has been shown by the said receivers in response to the said notice—and it is therefore ordered that S. Davis Warfield, R. Lancaster Williams and E. C. Duncan, as receivers of the Seaboard Air Line Railway, do construct a new and separate passenger depot at Madison, a station on the said railway in this State, of the same plan and size as the passenger depot erected by the Seaboard Air Line Railway at Quincy, Florida, the plans of which were approved by us on October 7, 1907, and that the erection of said building shall be begun within thirty days from the date of this order and shall be completed in three months from said date.

Ordered by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee, this 20th day of February, A. D. 1909.

R. HUDSON BURR, Chairman.

Attest: S. E. COBB, Secretary.

ORDER NO. 261.

OFFICE OF THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE PETITION RELATIVE
TO THE CONSTRUCTION OF A PASSENGER
DEPOT AT GAINESVILLE, FLORIDA, A STATION
ON THE LINE OF THE SEABOARD AIR LINE
RAILROAD.

WHEREAS, on January 9, 1908, we issued a notice to the Seaboard Air Line Railway of a meeting to be held by us on January 22, 1908, at Gainesville, Florida, for the purpose of considering the advisability of issuing an order requiring the said Railway to construct a passenger depot at Gainesville, and the said meeting was held and divers other meetings were held on the subject at which the receivers of the said Railway appeared by Counsel and otherwise.

AND WHEREAS, it afterwards appeared that S. Davies Warfield, R. Lancaster Williams and E. C. Duncan were appointed as such receivers before January 9th, 1908, and that they had never been made formal parties to this proceeding; whereupon we issued our notice, dated January 28, 1909, to the said Receivers, that we should hold a meeting on February 18, 1909, in the City of Tallahassee, to consider the advisability of issuing an order

requiring them to construct a passenger depot at Gainesville aforesaid, and, if found advisable, to consider plans and details necessary or proper to the construction of the same.

AND WHEREAS, at the time and place fixed in said notice the hearing was had and the Receivers aforesaid appeared by Hon. George P. Raney, Division Counsel, Mr. R. E. Boswell, Division Superintendent, and Mr. H. S. Thomas, Assistant Engineer, and were heard, and the matter was taken under advisement.

NOW, THEREFORE, it is ordered that S. Davies Warfield, R. Lancaster Williams and E. C. Duncan, as Receivers of the Seaboard Air Line Railway, do erect a new passenger depot at Gainesville aforesaid at a point not less than 30 feet east of the present depot and apart from the same; that the said depot shall have two separate waiting rooms and ticket offices as required by law; that each of said waiting rooms shall have not less than 550 square feet of floor space, and shall have two water closets, one for each sex. The work of the erection of said depot to begin within 30 days from the date of this order and to be completed within three months from said date.

Ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, this 20th day of February, A. D. 1909.

R. HUDSON BURR, Chairman.

Attest: S. E. COBB, Secretary.

APPENDIX B.

RULES

AND

REGULATIONS.

RULES AND REGULATIONS

**For the Government of the Transportation
of Persons and Property on the Rail-
roads in Florida as Revised
to Date.**

SECTION I—GENERAL RULES.

COMPLAINTS.

1. All complaints made to the Commission shall be in writing, and shall distinctly set forth the grounds of complaint. In like manner all defenses shall be in writing, and shall distinctly set forth the grounds of defense.

MONTHLY AND ANNUAL REPORTS.

2. Each railroad company shall make, and file in the office of the Commission by the last day of each month a report of its earnings and operating expenses for the preceding month, according to the form prescribed by the Commission. Also, by the last day of each month shall make monthly report to the Commissioners of the number of miles or fractions thereof of main line, branches, spurs and side tracks constructed during the month previous to the making of the report; shall report the construction of depots or other buildings, giving the dimensions of such depots or other buildings; shall report all agreements entered into with other railroad companies for the construction of joint terminal facilities or union depots, or terms of agreement for participation in terminals or

depot facilities of other companies. Also, on or before the first day of September of each year an annual report of its earnings, operating expenses and general operations for the preceding year, ending June 30, in accordance with section 10, Railroad Commission Law, approved June 3, 1899. The monthly reports to be verified by the affidavits of the General Manager (if there be one) or Superintendent or other principal officer in charge, and the Treasurer or Auditor; the annual reports to be verified by the affidavits of the President, Superintendent or General Manager, and Auditor or Treasurer.

SECRET REDUCTIONS, REBATES, ETC.

3. There shall be no secret reductions of rates of freight and passenger fares, and no rebates, drawback or other advantage in any form shall be given or paid, either directly or indirectly, upon shipments made or service rendered to any person not allowed to all persons under like circumstances and conditions, but the same shall be uniform to all, and public.

POSTING SCHEDULES, ETC.

4. Each railroad company shall post in a conspicuous place, and keep the same continually posted, at each of its stations where there are agents, a copy of the schedule of freight and passenger rates revised and adopted for the use of such company by the Commission; a copy of all the rules and regulations prescribed by the Commission for the government of the transportation of freight and passengers applicable on its lines of road, and a copy of the official classification; also copies of all changes made, whether the same shall be made by such railroad company or by the Commissioners; also a table of distances between each station; and when any change in said schedule of rates or classification is made, a copy of said change shall be immediately furnished the office of said Commissioners and shall be posted in the same manner as above.

RATES APPLYING IN BOTH DIRECTIONS.

5. The rates prescribed by the Commission shall (except in cases specified) apply in either direction.

BASIS OF COMPUTING RATES.

6. In computing rates for the transportation of property and passengers, the mileage of the shortest available practical route shall be used. No railroad doing business in the State shall charge more for the transportation of property or passengers between any intrastate points than the lowest rates between such points thus computed.

INCREASED RATES.

7. In no case shall any railroad or common carrier doing business wholly or in part within the State of Florida advance or increase any special rate or other rates, demurrage charges, storage or wharfage charges, without first submitting the proposed increased rate or rates, demurrage, storage or wharfage charges to the Railroad Commissioners and receiving their approval.

BOOKS AND PAPERS TO BE FURNISHED.

8. Each railroad company or common carrier doing business in the State of Florida shall furnish to the Railroad Commission on demand any books or papers in the possession of said railroad company or common carrier, and a written transcript or copy of any paper in the possession of said railroad company or common carrier which may appear to the Commission as necessary to aid them in the discharge of their duty.

TRAFFIC ARRANGEMENTS, ETC., BETWEEN. RAILROADS.

9. Copies of all rate sheets, tariffs and circular orders issued, and all contracts and agreements between railroad companies as to the rates of freight and passenger tariffs, and all arrangements and agreements whatever as to the division of earnings of any kind by competing or connecting lines of railroad doing business in this State, shall be submitted to the Commission for inspection, revision and approval.

RIGHT TO MODIFY OR SUSPEND RULES.

10. The Commissioners reserve the right to suspend or modify the enforcement of any of their rules, regulations, rates, etc., at discretion when, in their opinion, the conditions are such that a strict enforcement of the same would work hardship or injustice.

RULES; HOW NOT TO BE CONSTRUED.

11. Whenever in any of the Rules prescribed by the Commissioners, common carriers are required to perform or not to perform any act or acts, such requirements shall not be construed to be so absolute as to deprive a common carrier of any excuse which the law regards as sufficient for the non-performance or the performance of such act or acts.

RAILROADS MUST REPORT WRECKS.

12. Every railroad company shall report to the Railroad Commissioners immediately by telegram, any wreck, either of passenger or of freight train, that may occur on its line in this State, giving as nearly as possible, the cause of the wreck, the extent of the damage to the equipment and the track, and the number of persons killed or wounded; and such telegram shall be followed with a full written statement, made within five days thereafter, giving full details of the above matters, and the names and addresses of the persons killed or wounded, whether employees or others.

This rule shall not apply to simple derailments of freight cars or yard engines, when switching or shifting in yards, except when some person is killed or injured, in which case, a report shall be made as in other cases.

CARRIERS SHALL POST NOTICES OF REGULATIONS.

13. All common carriers shall post in their stations and in their cars all such notices pertaining to the regulation of their business as the Railroad Commissioners may direct.

SEC. 2—RULES GOVERNING TRANSPORTATION OF PASSENGERS.

BAGGAGE.

1. Each passenger shall be entitled to free transportation of baggage not exceeding 150 pounds in weight.

LESS THAN MAXIMUM RATES MAY BE CHARGED.

2. Railroads will not be prohibited from charging less than the rates prescribed for the transportation of passengers, provided such charge is not an unjust discrimination in favor of or against persons or localities.

MINIMUM FARE.

3. Ten (10) cents as a minimum fare may be collected where the regular fare would be less than that sum.

COMPUTATION OF FRACTIONS.

4. Where the fare for any distance does not end in 0 or 5, sums ending in $2\frac{1}{2}$ or over may be counted as 5, and sums less than $2\frac{1}{2}$ as 0. For example: for $42\frac{1}{2}$ cents collect 45, and for 42 cents collect 40. Nothing in this rule shall prevent any railroad company from giving the exact change in cents.

FREE OR REDUCED RATES, EXCURSIONS, ETC.

5. A railroad company shall not be prevented from the free carriage of destitute or homeless persons transported by charitable societies and the necessary agents employed in such transportation, or from the issuance of mileage, excursion, commutation or round trip passenger tickets; or from giving free carriage to its own officers and employees; or to prevent the principal officers of any railroad company or companies from exchanging passes or tickets with other railroad companies for their officers and employees; or free carriage or reduced rates to persons in charge of live stock shipped from the points of

shipment to destination and return, or from issuing second-class tickets, for the holders of which second-class tickets so issued second-class accommodations shall be furnished.

POSTING ARRIVAL OF DELAYED TRAINS.

6. It shall be the duty of any railroad operating in the State of Florida to keep a bulletin board of sufficient size at every open telegraph station along its line where such train is scheduled to stop, on which shall be plainly posted the schedule time of arrival of all its passenger trains; and when any passenger train on any such railroad shall be behind the schedule time more than thirty minutes it shall be the duty of said railroad to promptly bulletin and keep posted at every such open telegraph station along its line in the direction which said train is going, the time such train is behind the schedule time.

Such notice of late trains shall be bulletined not less than half an hour before the schedule time of arrival of said train, but passengers acting upon this information will do so at their own risk.

A copy of this rule, printed in large type, shall be posted at top of bulletin board at all open telegraph stations.

COLLECTION OF CASH FARES.

7. Passengers boarding railroad trains at any station where there is a ticket office duly kept open for at least thirty minutes before the departure of a passenger train may be charged not exceeding 15 cents extra passenger fare if they do not present ticket to the conductor for their transportation; provided, however, that this rule shall not apply in cases where the connection between trains is too close to permit passengers to purchase tickets.

All railroad companies are required to post a printed copy of this order at one or more conspicuous places in their ticket office, such notice to be printed on cardboard in large type.

8. Rescinded.

RAILROADS MUST PROVIDE FIRES, LIGHTS, ETC.

9. All railroad and terminal companies are required at all their regular agency stations:

(1) To provide fires in the waiting rooms whenever fires are necessary for the comfort of the traveling public.

(2) To light the waiting rooms and the approaches to trains, after dark, sufficiently for the comfort and the safety of the traveling public.

(3) To keep the waiting rooms in a clean and sanitary condition.

(4) To keep a sufficient supply of good drinking water for the traveling public.

RAILROADS SHALL OPERATE SUFFICIENT NUMBER OF COACHES.

10. All railroad companies shall operate on each passenger train a sufficient number of comfortable passenger coaches to provide seats for such number of passengers as they may reasonably expect for the daily travel on such train.

COACHES MUST BE HEATED, LIGHTED, ETC.

11. All railroad and other companies owning or operating passenger coaches (which shall include sleeping cars and chair cars) are required:

(1) To heat them whenever necessary for the comfort of the passengers.

(2) To light them sufficiently after dark.

(3) To keep in them a sufficient supply of good drinking water for the passengers.

(4) To keep them in a clean and sanitary condition.

(5) To see that no passenger is permitted to monopolize more than one seat when seats are required for other passengers. In sleeping cars the sale of one berth shall entitle the passengers when the berths are not made up in the section, to one-half of the section, but the sale of a day seat shall entitle the passenger to but one seat in a section. It is hereby made the especial duty of all train conductors and of all sleeping car and chair car conductors in their respective cars to enforce this 5th paragraph of Rule 11, but a failure by them so to enforce it will be deemed a violation thereof on the part of the company.

RAILROADS CANNOT DISCONTINUE PASSENGER TRAINS WITHOUT PERMISSION.

12. No railroad company shall discontinue running any regular train carrying passengers, either wholly or in part, without the consent of the Railroad Commissioners, previously obtained.

Written application for such consent must be made at least ten days before the date for the proposed discontinuance, but the Railroad Commissioners may in their discretion shorten the time of application, for good cause shown.

This rule does not apply to a passenger train or trains put on for special occasions, such as fairs, carnivals, conventions, excursions and the like.

TRAINS CARRYING PASSENGERS MUST STOP AT REGULAR STOPS.

13. Trains carrying passengers must stop at regular stations where they are scheduled to stop, and must stop on flag at flag stations where they are scheduled to stop.

SEC. 3—RULES GOVERNING TRANSPORTA- TION OF FREIGHT.

CONNECTING RAILROADS UNDER SAME MANAGEMENT.

1. All connecting railroads which are under the management or control, by lease, ownership or otherwise, of one and the same company, and all connecting roads, the majority of whose stock is owned or controlled either directly or indirectly by one of the connecting lines, shall, for the purpose of transportation, in applying their schedules of freight rates, be considered as constituting but one and the same road, and the rates shall be computed as upon parts of one and the same road, unless otherwise

specified. The fact that each of said roads has a separate board of directors shall not prevent the application of this rule. Whenever any railroad company owns and operates in connection with its road, and for the purpose of transporting its cars, freight or passengers, any steamer or other water craft, such steamer or water craft shall be deemed a part of its said road.

MAXIMUM RATES MAY BE REDUCED.

2. The schedule of rates allowed and adopted by the Railroad Commissioners for each road are maximum rates, which shall not be transcended. They may, however, carry at less than the rates allowed and adopted; provided, that, if they carry for less for one person, they shall, for the like service, under similar circumstances and conditions, carry for the same lessened rates for all persons except as mentioned hereafter; and if they adopt less freight rates for one station they shall make a reduction of the same per cent. at all stations along the line of road, so as to make no unjust discrimination as against any person or locality. But when at any point within this State there are competing lines of transportation, any railroad company injuriously affected thereby may, at such competing point, make rates below those allowed or adopted, to meet such competition, without making a corresponding reduction along the line of road.

The Commissioners may entertain application for temporary modification of so much of this rule as requires the general reduction of rates to all stations when made to any station, when in their judgment a local and temporary cause may justify such modification, as, for instance, epidemic, floods, drouths, storms, or other exigencies.

RAILROADS MUST ACT AS COMMON CARRIERS.

3. No railroad company shall decline or refuse to act as a common carrier to transport any article proper for transportation, and a failure to transport such article within a reasonable time after the same has been offered for transportation shall be deemed a violation of this rule.

COMPUTATION OF PERCENTAGES.

4. In the computation of percentages, if, after the per-

centage prescribed shall have been added or subtracted, as the case may be, should there be a fraction, any fraction of a cent less than one-half cent shall be discarded, and any of one-half cent or over may be counted as one cent.

RATES ON SMALL SHIPMENTS.

5. The minimum charge on a single shipment of one class from one consignor to one consignee shall be computed at the actual weight at the class or commodity rate to which it belongs, provided the charge shall not be less than twenty-five cents.

If the shipment contains articles in different classes and in separate packages, the charge shall be computed at the actual weight of each package, at the class or commodity rate to which it belongs, provided the aggregate charge on the shipment shall be not less than twenty-five cents.

If a package contains articles in two or more classes the charge shall be computed at the actual weight of the package at the highest class or commodity rate to which any of the articles belong, provided the charge shall not be less than twenty-five cents.

FREE OR REDUCED RATES.

6. Railroad companies shall not be prevented from the carriage, storage or handling of property, free or at reduced rates, for charitable purposes, or to and from fairs and expositions for exhibition thereat.

FREIGHTS EXEMPT FROM RULE 2.

7. The rates specified or hereafter to be allowed for ores, sand, clay, rough stones, common brick, bone, lumber, shingles, laths, staves, empty barrels, wood, straw, shucks, hay, fodder, corn in the ear, tan bark, turpentine, rosin, tar, sawdust, household goods, moss, palmetto leaves and heads, melons by the carload, are maximum rates; but the railroads are left free to reduce the same at discretion; and all such rates are exempt from the operation of Rule 2; provided, that all such rates made by any railroad under this rule shall be submitted to the Commission and approved by them. No rates have been prescribed for articles in the classification designated by the letter "S."

Such articles are subject to special contract. The Commission will entertain complaints of excessive charges for transportation of such articles in all cases, except where the price charged was according to contract between the shipper and carrier.

SHIPPERS TO LOAD AND UNLOAD.

8. Consignors and consignees will be required to load and unload hulk freight in carloads unless otherwise provided by special agreement.

CHARGES FOR HAULING HEAVY FREIGHT.

9. The charges for handling extra-heavy freight may be as follows:

Under 2,000 pounds, no charge for extra handling.
 2,000 pounds and under 3,000, \$3.00 for extra handling.
 3,000 pounds and under 4,000, \$5.00 for extra handling.
 4,000 pounds and under 5,000, \$7.00 for extra handling.
 5,000 pounds and under 6,000, \$8.00 for extra handling.
 6,000 pounds and under 7,000, \$10.00 for extra handling.
 Over 7,000 pounds, subject to special contract.

CARLOAD SHIPMENTS.

10. (1) In all cases in which the classification provides a rate of per 100 pounds, per ton, or per barrel, giving to carload shipments lower rates than apply to less than carload shipments, the standard minimum weight of a carload shall be 24,000 pounds, unless otherwise specified. Where the actual weight loaded in a car is in excess of the minimum weight, such excess may be charged for in proportion to carload rates; provided, that in no case shall the amount collected on less than a carload exceed the price per carload.

(2) When a number of different articles, all of which are in the same class, are shipped at one time by one consignor to one consignee and one destination in carloads, such car or cars shall be taken at the carload rate per 100 pounds, and at the highest minimum carload weight established for either of the articles contained in the car, actual weight to be so charged for, if in excess

of such carload minimum. When, however, articles shipped as above are in classes N, O, or P, the lowest carload minimum weight shall be taken. This clause of the rule shall apply only when the consignor or the consignee is the actual owner of the property.

(3) Carload rates apply to the carload and more made by one shipper at one time to one and the same point of delivery to the same consignee, although the same may in fact be carried by the railroad to the point of delivery in lots less than the amount recognized as a carload.

FERTILIZER—ARTICLES EMBRACED IN.

11. The term "fertilizers" embraces the following and like articles, when intended to be used as fertilizers, to wit: Sulphate of ammonia, ashes, bone black, ground and dissolved bone, bone dust, castor pomace, cottonseed meal, cottonseed ashes, cottonseed, fish scrap, guano, superphosphates, gypsum, kainit, german salts, nitre cake, nitrate and sulphate of soda, oil cake potash, fine-ground plaster, salt cake, saltpeter, sulphur, muck, tank stuffs, and tobacco dust and sweepings, and like articles when intended to be used as fertilizers.

L. C. L. SHIPMENTS.

12. In no case shall the amount collected on L. C. L. shipments exceed the charges per carload for the same class of goods; nor shall the charge for a car fully loaded exceed the charge for the same property if taken as a less than carload shipment.

ESTIMATED WEIGHTS.

13. All articles will be charged at GROSS WEIGHT, without regard to weight given by shippers and inserted in bills of lading; except that when an article is classified to be accepted at an estimated weight, such estimated weight will apply when the actual weight of articles named below *cannot be ascertained at point of shipment, or at destination, or in transit*, the following estimated weights shall govern:

Article.	Weight.
Cement, Portland, per barrel.....	400 pounds
Cement, except Portland, per harrel.....	300 pounds
Clay, per cubic yard.....	3,000 pounds
Coal, per hushel.....	80 pounds
Coke, per bushel.....	40 pounds
Gravel, per cubic yard.....	3,200 pounds
Laths, green, per 1,000.....	350 pounds
Laths, seasoned, per 1,000.....	450 ponnds
Lime (Rockland), per barrel.....	230 ponnds
Lime (other than Rockland), per harrel....	210 pounds
Lime, per bushel.....	80 pounds
Lumber, Ash or Black Walnut, green, per 1,000 feet.....	4,500 pounds
Lumber, Ash or Black Walnut, seasoned, per 1,000 feet.....	4,000 pounds
Lumber, Elm, Hickory or Oak, green, per 1,000 feet.....	6,000 pounds
Lumber, Elm, Hickory or Oak, seasoned, per 1,000 feet.....	4,500 pounds
Lumber, White Pine or Poplar, green, per 1,000 feet.....	4,000 pounds
Lumber, White Pine or Poplar, seasoned, per 1,000 feet	3,000 ponnds
Lumber, Yellow Pine, green, per 1,000 feet.	4,500 pounds
Lumber, Yellow Pine, seasoned, per 1,000 feet	4,000 ponnds
Lumber, Yellow Pine Boards, two inches and less, kiln-dried and dressed, per 1,000 feet.	3,000 pounds
Lumber, N. O. S., green, per 1,000 feet....	6,000 pounds
Lumher, N. O. S., seasoned, per 1,000 feet.	4,000 pounds
Sand, per cubic yard.....	3,000 pounds
Shingles, green, per 1,000.....	400 pounds
Shingles, seasoned, per 1,000.....	350 pounds
Staves, Heading or Hoop-poles, green, car loaded to depth of forty-three inches, per car	30,000 ponnds
Staves, Headings or Hoop-poles, seasoned, car loaded to depth of fifty inches, per car	30,000 ponnds
Stone, not dressed, per cubic foot.....	160 ponnds
Tan Bark, green, per cord.....	2,600 pounds
Tan Bark, seasoned, per cord.....	2,000 pounds

Telegraph Poles, Fence Posts or Rails, per cord	3,500 pounds
Turpentine, in barrels, per barrel.....	420 pounds
Wood, green, per cord.....	3,500 pounds
Wood, seasoned, per cord.....	3,000 pounds

ARTICLES TOO LONG OR BULKY TO BE LOADED IN BOX CARS.

14. Unless otherwise specified, articles too long or too bulky to be loaded in box cars, but not requiring two or more open cars, shall be charged at actual weight; provided, that in no case shall the charge on a single consignment be less than 4,000 pounds at the first-class rate.

CHARGES FOR SWITCHING OR TRANSFERRING CARS WHEN PASSING OVER TWO OR MORE ROADS.

15. A charge of not more than two dollars per car, without regard to its weight or contents, will be allowed for transporting, switching or transferring a loaded car from any point on any railroad to any connecting railroad, or to any warehouse, side-track or other point of delivery that may be designated by the consignee, within a distance of three miles from the point of starting, and no railroad company shall decline or refuse to transport, switch or transfer any car as above, or, to receive it from any connecting railroad for such purposes.

When in the transfer, switching or transportation of a car between such points, it is necessary to pass over the track or tracks of any intermediate railroad or railroads, said maximum charge of two dollars shall be equitably divided between the railroads at interest.

When a charge is made for the transfer, switching or transportation of a loaded car between such points, no additional charge shall be made for the accompanying movement of the empty car in the opposite direction.

Provided, That this rule shall not interfere with any prevailing legal rate for the transportation of freight between different stations; and shall not apply to any freight that does not pay a direct freight transportation charge in connection with a switching charge.

DELIVERY OF CARS TO CONNECTING ROADS.

16. The Commission will prescribe particular rules and conditions for the delivery without delay to any connecting road of the same gauge all cars consigned to points beyond such connecting roads, so as to promote speedy transportation and prevent unjust discrimination. Due regard will be had in each instance to the attainment of such purposes.

RIGHTS OF SHIPPERS TO ROUTE FREIGHTS.

17. The right of a shipper to direct by what line or lines of railroad in this State his shipments shall be transported within the State of Florida shall be observed by all railroads in this State.

COMMODITY RATES TO GOVERN.

18. Commodity rates authorized by the Commission shall invariably govern, whether higher or lower than class rates.

JOINT RATES.

19. On shipments of freight, except classes L, N, O and P, not governed by Rule 1, originating and terminating in this State, which shall pass over the whole or portions of two or more roads, not under the same control, the maximum rate charged on such shipments shall not be greater than the sum of local rates on such freights less ten (10) per cent for the distance hauled over each road. The total rate thus ascertained on such freights from the point of shipment to the point of destination shall be divided in such proportions between the roads over which such freights pass, so as to give to each road interested in the shipment its local rate less ten (10) per cent for the distance such shipment is hauled, conditioned upon the initial line delivering the traffic to the delivering road at its nearest junctional point.

On classes L, N, O and P, the joint rate shall not exceed the sum of the local rates on such freight.

Nothing in this rule shall be construed to prevent the

total of any joint rate made under this rule from being divided in such proportions between the roads interested in the same as they may agree upon, but a failure to so agree between the roads interested shall in no way affect the total joint rate to be charged and collected on or work delay in the transportation of such freight, or be a subject of appeal to the Commission by the roads at interest.

SETTLEMENT CLAIMS FOR OVERCHARGES.

20. All overcharges on freight by any railroad or common carrier doing business in the State of Florida shall be settled within thirty (30) days after demand upon the agent at the delivery depot (and surrender of shipping receipt), by the consignee or person paying the freight.

Whenever an overcharge on freight has been made on a shipment over two or more railroads or common carriers, it shall be settled by the delivering road or carrier.

If the overcharge is made on a shipment to a flag station, then the demand to be made on the agent of the regular station to which the same was billed.

This rule will apply to claims made through the Railroad Commission, except that demand for settlement will be made upon the Traffic Manager or General Freight Agent of the Company.

FREIGHT RECEIPTS.

21. All railroad companies doing business in this State shall, upon demand, issue duplicate freight receipts to all shippers of freight, in which shall be stated the class or classes of freight shipped, freight charges over the railroad issuing such receipt, and as far as practicable, shall state the charges upon the same over the connecting roads transporting such freight; and in all cases the railroads receiving such freight shipped shall be held in all the courts of this State as responsible for the prompt and safe delivery of same to its point of destination within a reasonable time required for its transportation, which reasonable length of time shall be determined after due investigation by said Railroad Commissioners. When the consignee of such freight presents the railroad receipt to the agent of the railroad last transporting said freight,

such agent shall deliver the articles shipped upon the payment of the rates charged for the class of freight as stipulated in said railroad receipt.

DELIVERY OF FREIGHTS.

22. Railroad companies shall deliver to each consignee of freight the article or articles mentioned in the receipt (or bill of lading) on the payment of the lawful rate for the class or classes of freight transported, and the consignee shall not be compelled to pay for any article or articles not received by him. When a part of the articles mentioned in the receipt shall reach the point of destination, it shall be the duty of the railroad company at such point to deliver the same upon the payment by the consignee of the freight charges on said article or articles, notwithstanding the remainder of the articles mentioned in the receipt may have been delayed or lost.

EQUIPPING LUMBER CARS.

23. Whenever application is made by any person to any railroad company or common carrier engaged in business in the State of Florida for flat cars on which to load any lumber or timber, in accordance with the provisions of Section 5213, Laws of Florida, approved June 4, 1903, the equipment furnished with said cars in accordance with the provisions of said act shall be capable of being readily removed or lowered, so that the lumber or timber may be loaded on or off the said cars without being obstructed, impeded or inconvenienced by such equipment.

ESTABLISHING AND ABOLISHING STATION AGENCIES.

24. Each and every depot or station agency on the line of the road now maintained, conducted or used in Florida by any railroad or express company in this State for the transaction of business with the public, is hereby formally established and located at the point and on the premises where the same is now being so maintained and conducted. No such depot or station agency as aforesaid now established or hereafter to be established, pursuant to order

made by the Railroad Commission of Florida, or voluntarily by such company, shall be closed, removed, suspended or abolished without authority granted by this Commission, upon written application.

Provided, however, That this rule shall have no application to any depot or station agency heretofore established, or that may hereafter be established, for the special or temporary purpose, or not as a general depot or station agency.

Provided, further, That whenever any depot or station agency is established, it shall be the duty of the railroad company to file in the office of the Railroad Commission, within thirty days after the establishment thereof, all information needed for a full and proper understanding of all the interests to be affected thereby, showing the necessity for and purposes of establishing such depot or station agency.

Provided, further, That it shall be the duty of the railroad and express companies operating in the State of Florida, to file in the office of the Railroad Commission, within thirty days from the date of this order, a list of all depots or station agencies now being operated by them for special or temporary purposes, giving with reference to each of them the information hereinbefore required as to the agencies to be established in the future.

OVERLOADING CARS.

25. When any car of lumber is loaded in excess of its marked carrying capacity the excess may be charged for at double the lumber rate, but any railroad company may refuse to transport any car of lumber loaded in excess of its marked carrying capacity, and may transfer such excess to another car and require the consignee to pay the expense of transferring it, and shall transport the same at the regular lumber rate.

OFFICE HOURS.

26. At all of their agencies in Florida, railroads shall receive all freight offered, proper for transportation, and shall make the usual deliveries of freight to consignees

(Sundays and legal holidays excepted) between the hours of 7 o'clock a. m. and 5 o'clock p. m.; provided that in cities or towns having less than ten thousand (10,000) inhabitants, according to the most recently published national census, the agent may take an intermission of one hour for dinner.

RATES ROADS MUST PAY OTHER ROADS FOR USE OF CARS.

27. (1) Every railroad and terminal company shall pay for the use of freight cars of other companies ~~at~~ ²⁵ cents per car per day, which shall be paid for every calendar day, excluding the first and including the last. A company receiving and delivering a car on the same day shall not pay the per diem for that day.

(2) For each car in switching service, the switching line may reclaim from the railroad for which the service was performed an arbitrary amount equal to the above per diem for four days.

(3) The above amounts of per diem and of reclaim are maximum amounts, and may be reduced by agreement between railroads, but all such agreements must, under Section 2907 of the General Statutes, be submitted to the Railroad Commissioners for inspection and correction.

(4) This rule does not apply to cars having other than railroad ownership.

SEC. 4—RULES AND REGULATIONS GOV- ERNING TRANSPORTATION OF LIVE STOCK.

ESTIMATED WEIGHTS.

1. The weights given below are estimated weights and not actual, and are simply used to get the rating on live stock. (To illustrate: One horse, mule or horned animal
8—RR

is estimated at the same rate as 2,000 pounds of any kind of first-class freight at carrier's risk and second-class at owner's risk.)

LIVE STOCK LESS THAN CARLOADS WILL BE TAKEN AT THE FOLLOWING ESTIMATED WEIGHTS.

One horse, mule or horned animal, except as specified below.....	2,000 pounds
Two horses, mules or horned animals, except as specified below, in the same car and from the same shipper to the same consignee	3,500 pounds
Each additional horse, mule or horned animal, except as specified below, in the same car and from the same shipper to the same consignee	1,000 pounds
Stallions, jacks and bulls, each.....	3,000 pounds
Each cow and calf together, not crated....	2,500 pounds
Each mare and foal, together.....	2,500 pounds
Shetland ponies, any age, not crated.....	1,000 pounds
Yearling cattle, except bulls, not crated, each	1,000 pounds
Colts, under one year old, except stallions, not crated	1,000 pounds
Calves under one year old, not crated.....	1,000 pounds
Calves, under one year old, crated, each, actual weight, but not less than.....	100 pounds
Sheep, crated, each actual weight, but not less than	100 pounds
Lambs, crated, each, actual weight, but not less than	100 pounds
Hogs, crated, each, actual weight, but not less than	100 pounds
Pigs, crated, each, actual weight, but not less than	100 pounds
Sheep, lambs, hogs and pigs, L. C. L., will not be received unless crated.	
Goats, same as sheep.	
Kids, same as lambs.	
Cows, calves, colts, ponies, hogs, sheep, lambs and other animals, crated, actual weight, but not less than.....	100 pounds

In no case shall the charge for less than a carload of live stock exceed the charge for a carload.

MAXIMUM VALUATION OF LIVE STOCK SHIPMENTS.

	EACH.
Horses and mules, not over.....	\$ 75.00
Horned cattle, not over.....	30.00
Stallions, jacks and bulls, not over.....	150.00
Lambs, calves, hogs or sheep, not over.....	5.00
Mare and colt, together, not over.....	100.00
Cow and calf, together, not over.....	35.00

For every increase of one hundred per cent or fraction thereof in valuation there shall be an increase of fifty per cent in rates.

MIXED SHIPMENTS.

Mixed shipments of cattle, hogs, lambs, etc., may be taken in carloads at carload rates prescribed for the transportation of cattle, but carriers will be released from any damage to animals, whether caused by their own actions, or to each other—suffocation, exhaustion from heat and cold, and (if not haltered) from escape.

Shippers will be required to feed, water and care for stock at their own expense. When food is furnished by carrier a charge will be made for the same and collected from consignee.

One, two or three cars of live stock will entitle the owner or his agent to be carried free to point of destination of consignment, on the train with the stock, to care for the same. Four to seven cars, inclusive, belonging to one owner, two men in charge, and eight cars or more, belonging to one owner, three men in charge, which number is the maximum number of attendants that will be carried free for one shipment.

Return transportation not given to owners, agents or attendants.

is estimated at the same rate as 2,000 pounds of any kind of first-class freight at carrier's risk and second-class at owner's risk.)

LIVE STOCK LESS THAN CARLOADS WILL BE TAKEN AT THE FOLLOWING ESTIMATED WEIGHTS.

One horse, mule or horned animal, except as specified below.....	2,000 pounds
Two horses, mules or horned animals, except as specified below, in the same car and from the same shipper to the same consignee	3,500 pounds
Each additional horse, mule or horned animal, except as specified below, in the same car and from the same shipper to the same consignee	1,000 pounds
Stallions, jacks and bulls, each.....	3,000 pounds
Each cow and calf together, not crated....	2,500 pounds
Each mare and foal, together.....	2,500 pounds
Shetland ponies, any age, not crated.....	1,000 pounds
Yearling cattle, except bulls, not crated, each	1,000 pounds
Colts, under one year old, except stallions, not crated	1,000 pounds
Calves under one year old, not crated.....	1,000 pounds
Calves, under one year old, crated, each, actual weight, but not less than.....	100 pounds
Sheep, crated, each actual weight, but not less than	100 pounds
Lambs, crated, each, actual weight, but not less than	100 pounds
Hogs, crated, each, actual weight, but not less than	100 pounds
Pigs, crated, each, actual weight, but not less than	100 pounds
Sheep, lambs, hogs and pigs, L. C. L., will not be received unless crated.	
Goats, same as sheep.	
Kids, same as lambs.	
Cows, calves, colts, ponies, hogs, sheep, lambs and other animals, crated, actual weight, but not less than.....	100 pounds

In no case shall the charge for less than a carload of live stock exceed the charge for a carload.

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	EACH.
Horses and mules, not over.....	\$ 75.00
Horned cattle, not over.....	30.00
Stallions, jacks and bulls, not over.....	150.00
Lambs, calves, hogs or sheep, not over.....	5.00
Mare and colt, together, not over.....	100.00
Cow and calf, together, not over.....	35.00

For every increase of one hundred per cent or fraction thereof in valuation there shall be an increase of fifty per cent in rates.

MIXED SHIPMENTS.

Mixed shipments of cattle, hogs, lambs, etc., may be taken in carloads at carload rates prescribed for the transportation of cattle, but carriers will be released from any damage to animals, whether caused by their own actions, or to each other—suffocation, exhaustion from heat and cold, and (if not haltered) from escape.

Shippers will be required to feed, water and care for stock at their own expense. When food is furnished by carrier a charge will be made for the same and collected from consignee.

One, two or three cars of live stock will entitle the owner or his agent to be carried free to point of destination of consignment, on the train with the stock, to care for the same. Four to seven cars, inclusive, belonging to one owner, two men in charge, and eight cars or more, belonging to one owner, three men in charge, which number is the maximum number of attendants that will be carried free for one shipment.

Return transportation not given to owners, agents or attendants.

APPENDIX C.

DEMURRAGE RULES.

Demurrage Rules.

The railroads doing business wholly or in part within the State of Florida are hereby authorized to operate the following demurrage rules:

RULE 1.

FREIGHT SUBJECT TO CAR SERVICE CHARGES.

All freight in cars, whether full carload or not, shipped to one consignee and taking track delivery will be subject to car service regulations.

RULE 2.

NOTICE TO CONSIGNEES.

Railroad companies shall give prompt notice by mail or otherwise to consignees of the arrival of goods, together with the weight and amount of freight charges due thereon as shown by way bills, and when goods or freight of any kind in carload quantities arrive, said notice must contain letters or initials of car, number of the car, net weight and the amount of freight charges due on the same. Storage and demurrage charges may be assessed if goods are not removed in conformity with the following rules and regulations. No storage or demurrage charges, however, shall in any case be allowed unless legal notice of the arrival of goods has been given to the owner or consignee thereof by the railroad company.

RULE 3.

LEGAL NOTICE.

Legal notice referred to in these rules may be either actual or constructive. Where the consignee is personally served with notice of the arrival of freight, free time ends seventy-two (72) hours from the time of notification, not

including Sundays or legal holidays. Constructive notice referred to consists of *posting notice by mail to consignee*. Where this mode of giving notice is adopted, there shall be twenty-four (24) hours additional free time to be added to the seventy-two (72) hours, to be computed from the time notice was mailed; provided, however, that if, in any case, when notice of arrival is given by mail, the consignee will make oath that neither he, his agents nor employees have received such notice, then no demurrage charges shall be made until after legal notice, as above specified, is given.

RULE 4.

PER DIEM CHARGE.

A charge of one dollar (\$1.00) per car per day shall be made for detention of cars and use of track when cars are not loaded or unloaded within seventy-two (72) hours, not including Sundays and legal holidays, except when loaded with seed cotton, cottonseed in hulk, cottonseed hulls in bulk, fertilizer material in hulk, coal, hulk potatoes, hulk cabbage, brick, and dressed lumber (in box cars), ninety-six (96) hours will be allowed for *unloading*. It being understood that said car or cars are to be placed and remain accessible to the consignee for the purpose of unloading during the period in which held free of demurrage; that when the period of such demurrage charges commences, they are to be placed accessible to the consignee for unloading purposes on demand of the consignee; provided, however, that if the railroad company shall remove such car or cars after being so placed, or in any way obstruct unloading of same, the consignee shall not be charged with delay caused thereby; provided, further, that when any consignee shall receive four or more cars during any one day taking track delivery, the said cars in excess of three shall not be liable to demurrage by any railroad company until after the expiration of ninety-six (96) hours.

Any fraction of a day shall be considered a day.

RULE 5.

GOODS CONSIGNED TO ORDER OF SHIPPER.

When consignors ship goods consigned to themselves, it

shall be the duty of the railroad companies to give legal notice to such consignees, or persons to whom shipping directions order delivery. This notice may be addressed by mail to the consignee at point of delivery, and demurrage will begin as in other cases of notice by mail; and the mailing of such notice shall be sufficient legal notice in such cases, whether the consignee actually receives the same or not.

RULE 6. ✓

REFUSAL TO ACCEPT SHIPMENTS.

When the consignee shall refuse to accept freight tendered in pursuance of the bill of lading, the carrier charged with the duty of delivery may give the consignor legal notice of such refusal; and if he shall not, within three days thereafter, give directions for the reshipment or unloading of such goods, he shall thenceforth become liable to such carrier for demurrage upon the car or cars in which they are stored to the same extent and at the same rate as such charges are now, under like circumstances by the rules of this Commission, imposed upon consignees who neglect or refuse, after notice of arrival, to remove freight of like character from the cars of a carrier.

A consignee who has once refused to accept a consignment of goods shall not thereafter be entitled to receive the same, except upon payment of all charges for demurrage which would otherwise have accrued.

RULE 7.

CARS FOR DELIVERY ON TEAM TRACKS OR PRIVATE SIDINGS.

Section 1. Cars containing freight to be delivered upon carload delivery tracks or private sidings are to be delivered upon the tracks designated by consignee upon arrival, or as soon thereafter as the ordinary routine of yard work will permit.

Sec. 2. Cars containing property, the billing of which does not specify any particular delivery, and for which no standing or special order has been filed with carrier's agent within twenty-four (24) hours, will be considered

as requiring general track delivery and shall be so placed after twenty-four (24) hours.

Sec. 3. Cars for unloading shall be considered placed when such cars are held in receiving yards awaiting orders from shippers or consignees, or when held for payment of freight charges, provided the railroad company could otherwise have placed such cars on delivery tracks accessible to the consignee for the purpose of unloading, except that it was consigned to private sidings already fully occupied and delivery therefore impracticable, detention is to be computed from time of notification.

RULE 8.

CARS HELD FOR SHIPPING DIRECTIONS.

Cars detained or held for want of proper shipping instructions or by reason of improper or excessive loading (where loading is done by shipper) shall be subject to a demurrage charge of one dollar (\$1.00) per car for each day or fraction of a day said car or cars are so detained or held. Likewise, when cars are promptly loaded and shipping instructions given, the railroad agent must immediately issue the bills of lading therefor; and if said car or cars are detained or held and not carried forward within forty-eight (48) hours, except perishable articles which shall be moved within twenty-four (24) hours thereafter, said railroad company shall be liable to said shipper for the payment of one (\$1.00) per car per day for each day or fraction of a day that said car or cars are thus detained or held.

RULE 9.

CONSIGNMENTS MORE THAN FOUR MILES DISTANT.

A consignee living more than four miles from the depot, and whose freight is destined to his residence or place of business so located, shall not be subject to storage or demurrage charges allowed in the above rules until a sufficient time has elapsed after notice for said consignee to remove said goods by the exercise of *ordinary diligence*.

RULE 10.

RAILROADS ALLOWED TO STORE PROPERTY.

Railroad companies are authorized to store such property in public warehouses at the expense of owner, if same is not removed before demurrage charges attach.

RULE 11.

PER DIEM CHARGE ALLOWED CONSIGNEES.

When any railroad company fails to deliver freight at the depot or to place loaded cars at an accessible place for unloading within seventy-two (72) hours (not including Sundays or legal holidays,) computed from 10 a. m., the day after arrival of the same, the shipper or consignee shall be paid one (\$1.00) dollar per day for each day said delivery is so delayed.

RULE 12.

STORMY WEATHER.

Whenever the weather during the period of free time is so severe, inclement or rainy that it is impracticable to secure means of removal, or where, from the nature of the goods, removal would cause injury or damage, such time shall be added to the free period; and no demurrage charges shall be allowed for such additional time.

This rule applies to the state of the weather during business hours.

RULE 13.

DISCRIMINATION AND EXEMPTIONS.

Railroads shall not discriminate between persons or places in storage or demurrage charges. If a railroad company collects storage or demurrage of one person, under the demurrage rules, it must collect of all who are liable. No rebate, drawback or other similar device will be allowed. If demurrage is collected by a railroad company at one point on its line, it must be collected at all

places on its line of those liable under the rules of the Commission.

Provided, That all package freight unloaded in depot or warehouse, which is not removed by the owners thereof from the custody of the railroad company within seventy-two (72) hours (not including Sundays or legal holidays) after legal notice of arrival, may be subject thereafter to a charge of storage for each day or fraction of a day that it may remain in the custody of the railroad company, as follows:

In less than carload quantities, not more than one cent per one hundred pounds per day.

In carload quantities, not more than one dollar (\$1.00) per day.

Provided, further, That in no case shall the amount collected for storage of a less than carload shipment exceed the amount authorized to be charged as storage or demurrage on a carload of similar freight for the same length of time when not unloaded from the car as provided by the Demurrage Rules.

Provided, further, That the Commission shall hear and grant applications to suspend operation of this rule wherever justice shall demand this course.

RULE 14.

STORAGE CHARGES ON BAGGAGE.

Baggage remaining more than twenty-four hours after delivery from trains or after delivery at stations for transportation will be subject to a storage charge for each piece of twenty-five cents for the second day of twenty-four hours or fraction thereof, and for each succeeding day, at the rate of ten cents per day, until the end of the calendar month, or until the accrued charges amount to one dollar (\$1.00) for each piece.

If a second month is entered upon, a charge for the first month will be repeated until the accrued charges amount to fifty cents for each piece. The rate for each month succeeding will be the same as for the second month.

When baggage arrives between the hours of 3 p. m. Saturday and 3 p. m. Sunday it will be held without charge until 3 p. m. Monday.

RULE 15.

STORAGE CHARGE ON BAGGAGE FOR SEABOARD AIR LINE RY.

For all articles of baggage consisting of trunks, valises, packages, etc., remaining on hand at station more than twenty-four hours, a storage charge will be allowed of twenty-five cents for the second day of twenty-four hours, or part thereof, until the seventh day. If the baggage remains on hand from eight to thirty days the charge will be one dollar.

If the second month is entered upon charges should be made as in first month except that ten cents instead of twenty-five cents should be charged for the first day of second month.

When baggage arrives between 3 p. m. Saturday and 3 p. m. Sunday it shall be held without charge until 3 p. m. Monday.

RULE 16.

OTHER DEMURRAGE CHARGES.

No other charges shall be made by any railroad company doing business wholly or in part in the State of Florida for storage or demurrage except as provided in the foregoing rules, and these rules shall become effective December 23, 1901.

RULE 17.

When a shipper makes a written application to a railroad company for a car or cars, to be loaded with any kind of freight embraced in the tariff of said company, for transportation within the State of Florida, stating in said application the character of the freight, the railroad company shall furnish same within four days from 7 o'clock a. m. the day following such application.

Or, when the shipper making application specifies a future day on which he desires to make a shipment (of other than fruit or vegetables), giving not less than four days' notice thereof, computing from 7 o'clock a. m. the day following such application, the railroad company

shall furnish such car or cars on or before the day specified in the application.

Or, when the shipper making such application specifies a future day on which he desires to make a shipment of fruit or vegetables, giving not less than two days' notice thereof, computing from 7 o'clock a. m. the day following such application, the railroad company shall furnish such car or cars on or before the day specified in the application.

For failure to comply with this rule the company so offending shall forfeit any pay to the shipper applying the sum of \$2.00 per car per day or fraction of a day's delay after expiration of free time, upon demand in writing made within thirty days thereafter by the shipper.

Provided, however, That the collection of the demurrage herein authorized shall not deprive the shipper of his right to recover in any court of competent jurisdiction such damages as he may sustain by reason of the delay in furnishing cars.

Provided, further, That this rule does not alter, abolish, supersede or repeal Rule 3 of the Railroad Commission's "Rules Governing the Transportation of Freight."

RULE 18.

DEPOSIT REQUIRED.

A shipper, on whose order a car or cars have been placed for loading, shall be allowed forty-eight hours for the loading of such car or cars, computing the time from 7 o'clock a. m. the day after such car or cars have been placed subject to the order of the shipper and thereafter a demurrage charge of not more than \$2.00 per car per day, or fraction of a day, may be assessed and collected on all such cars as have not been tendered to the railroad company with shipping instructions within said forty-eight hours; provided, however, that should the shipper fail to begin loading within forty-eight hours after the expiration of free time, the railroad company shall consider the car or cars released, and may assess and collect \$4.00 on each car, covering the demurrage then due.

Provided, That with every order for a car or cars, the

shipper shall deposit with the agent, or other proper official on whom the demand for cars is made, four dollars for each and every car so ordered, which shall be refunded promptly to the shipper if the car or cars are loaded as provided for herein; otherwise to be forfeited to the railroad. And provided further, That any shipper failing to make deposit as herein provided, shall forfeit all right to recover demurrage from the railroad for failure to furnish cars within the time required.

Railroad Companies shall not be compelled to furnish cars for future shipments to parties in default as to the payment of the demurrage charges herein last provided for, until such demurrage charges have been paid.

If, after placing the car or cars required by this rule, the railroad company shall, during or after free time, temporarily remove all or any of them, or in any way prevent, obstruct or delay the loading of same, the shipper shall not be chargeable with the delay caused thereby.

When, by reason of delay or irregularity on the part of the railroad company in filling orders, cars are hunched in excess of the ability of the shipper to load, as indicated in his applications, the shipper shall be allowed separate and distinct periods of free time within which to load the car or cars specified in each separate application.

RULE 19.

SHIPMENTS DELAYED IN TRANSIT.

Whenever shipments have been received by any railroad company, such shipments destined to stations within a distance of fifty miles from starting point, shall be transported to destination within two days from 7 o'clock p. m. the day of issuing the bill of lading, and in one day's additional time for each additional fifty miles or fraction thereof; Provided, that in computing time of freight in transit there shall be allowed twenty-four hours at each point where transferring from one railroad to another or re-handling of freight is involved, and for failure to transport such shipments within the time prescribed the railroad company shall forfeit and pay to the consignor or consignee the sum of \$2.00 per day on all carload freight and one cent per hundred pounds per day on package

freights and freights in less than carload, with minimum charge of twenty-five cents for any package; provided, the shipper makes demand therefor in writing within thirty days thereafter; provided, further, that in no case shall the penalty on any shipment exceed the value of the goods transported. The period of time during which the movement of trains is suspended for any cause not within the power of the roads to prevent shall be added to the time allowed herein.

Provided further, That the initial carrier shall be held responsible to the consignor or consignee for delay, in accordance with this rule, and whenever, in the transportation of any freight which may pass over two or more lines, any delay is occasioned after it has been promptly offered to a connection by the initial road, the initial road shall recover of the road at fault for demurrage paid in accordance with this rule.

PASSENGER and FREIGHT
RATES

OPERATED BY
RAILROADS IN FLORIDA

freights and freights in less than carload, with minimum charge of twenty-five cents for any package; provided, the shipper makes demand therefor in writing within thirty days thereafter; provided, further, that in no case shall the penalty on any shipment exceed the value of the goods transported. The period of time during which the movement of trains is suspended for any cause not within the power of the roads to prevent shall be added to the time allowed herein.

Provided further, That the initial carrier shall be held responsible to the consignor or consignee for delay, in accordance with this rule, and whenever, in the transportation of any freight which may pass over two or more lines, any delay is occasioned after it has been promptly offered to a connection by the initial road, the initial road shall recover of the road at fault for demurrage paid in accordance with this rule.

PASSENGER and FREIGHT
RATES

OPERATED BY
RAILROADS IN FLORIDA

SCHEDULES OF PASSENGER FARES

Operated by the Railroads in Florida.

Railroads Charging 3 Cents per Mile:

Georgia, Florida & Alabama Railway.
Georgia Southern & Florida Railway.
Pensacola, Alabama & Tennessee Railroad.
Pensacola Division of the L. & N. Railroad.
Valdosta Southern Railway.

Railroads Charging 4 Cents Straight Fare, with 3-Cent Round-trip Tickets Good for Five Days Exclusive of Day of Sale:

Apalachicola Northern Railroad.
Atlanta & St. Andrews Bay Railway.
Brooksville & Hudson Railroad.
Charlotte Harbor & Northern Railway.
Live Oak, Perry & Gulf Railway.
Plant City, Arcadia & Gulf Railway.
Standard & Hernando Railway.
Sanford & Everglades,
Tampa Northern Railway.
Tavares & Gulf.
Woodville Railroad.

Railroads Charging 4 Cents per Mile:

Alabama & Florida, Pensacola & Atlantic, and Yellow
River Division of the L. & N. Railroad.
Florida Central Railroad.
Greenville Southern.
Tampa & Jacksonville Railroad.

The Atlantic Coast Line Railroad Charges 2½ Cents per Mile, except the Following Branches, which Charge 3 Cents.

Florida Midland.
 Homosassa Branch.
 Newberry to Perry Extension.
 Oviedo Branch.
 Sanford Branch.
 Sanford & Tavares.
 St. Cloud Sugar Belt.
 Sanford & St. Petersburg.
 St. Johns & Lake Eustis.
 Tampa & Thonotosassa.
 Tiger Bay Branch.
 Winston & Bone Valley.

The Florida East Coast operates 3-cent rate north of Homestead except between certain points, where a higher rate is charged. South of Homestead a 4-cent rate is authorized.

The South Georgia Railway operates 3-cent passenger rate between Florida line and Greenville, and 4-cent straight fare with 3-cent round trip ticket good for five days exclusive of day of sale, between Greenville and Perry.

The Seaboard Air Line Railway Charges 2½ Cents per Mile,, except the following branches, which charge 3 Cents.

Fernandina to Baldwin.

Monticello to Drifton.

Tallahassee to St. Marks.

Starke to Wannee.

Waldo to Cedar Keys.

Silver Springs Junction to Silver Springs.

Wildwood to Lake Charm.

Lake Charm to Winter Park.

Sumterville Junction to Sumterville.

Archer to Eagle Mine.

Schedule of Freight Tariffs Operated in the State of Florida by the Apalachicola Northern, Atlanta & St. Andrews Bay Railway Company, the Brooksville & Hudson Road of the Aripaka Saw Mills, the Charlotte Harbor & Northern Railway Company, the Florida Central Railroad Company, the Florida & Georgia Railway Company, the Florida West Shore Branch of the S. A. L. Ry., the Tampa & Jacksonville Railroad Company, the Standard & Hernando Railroad, the Tampa Northern Railroad, the Woodville Railroad, the Greenville Southern, and the Sanford & Everglades.

DISTANCES.	Class Rate in Cents Per 100 Pounds																Per Barrel	Per 100 pounds	Per Ton 2000 pounds		Per Car Load		Per 100 pounds
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R			
10 miles and under	30	27	24	20	18	15	11	10	11	9	19	21	16	7	.75	1.10	8.00	10.00	5.00	8			
20 miles and over 10 miles	34	31	28	23	21	17	15	12	12	10	21	24	18	8	.90	1.20	11.00	12.00	7.00	9			
30 miles and over 20 miles	38	35	31	26	24	19	17	14	14	11	23	27	20	9	1.05	1.30	14.00	14.00	8.00	10			
40 miles and over 30 miles	42	38	34	28	26	21	19	15	15	11	25	30	22	10	1.20	1.40	16.00	15.00	9.00	11			
50 miles and over 40 miles	46	41	37	30	28	23	21	16	16	12	27	33	24	10	1.30	1.50	18.00	16.00	10.00	12			
60 miles and over 50 miles	50	44	40	32	30	25	23	17	17	13	29	36	26	11	1.40	1.60	20.00	17.00	11.00	13			
70 miles and over 60 miles	54	47	43	34	32	27	24	18	18	14	31	39	28	11	1.50	1.70	22.00	18.00	11.00	14			
80 miles and over 70 miles	58	50	46	36	34	29	25	19	19	15	33	42	30	12	1.60	1.75	24.00	19.00	12.00	15			
90 miles and over 80 miles	62	53	49	38	36	31	26	20	20	15	35	45	31	12	1.70	1.80	26.00	20.00	13.00	16			
100 miles and over 90 miles	66	56	52	40	38	33	27	21	21	16	37	47	32	13	1.75	1.85	28.00	21.00	14.00	17			
110 miles and over 100 miles	69	59	54	42	40	35	28	22	22	17	39	49	33	13	1.80	1.90	29.00	22.00	14.00	18			
120 miles and over 110 miles	72	62	56	44	42	37	29	23	23	18	41	50	34	14	1.85	1.95	29.00	23.00	15.00	19			

130 miles and over 120 miles	75	65	58	46	44	39	30	24	24	19	43	51	35	14	1.90	2.00	31.00	24.00	16.00	20
140 miles and over 130 miles	78	68	60	48	46	41	31	25	25	19	45	52	36	15	1.95	2.05	32.00	25.00	16.00	21
150 miles and over 140 miles	80	70	61	50	48	43	32	26	26	20	47	53	37	15	2.00	2.10	33.00	26.00	17.00	22
160 miles and over 150 miles	82	72	62	52	49	44	33	27	27	20	48	54	38	6	2.05	2.15	34.00	27.00	17.00	23
170 miles and over 160 miles	84	74	63	54	50	45	34	28	28	21	49	55	39	16	2.10	2.20	35.00	28.00	18.00	24
180 miles and over 170 miles	86	76	64	56	51	46	35	28	29	21	50	56	40	16	2.15	2.21	36.00	29.00	19.00	24
190 miles and over 180 miles	88	78	65	58	52	47	36	29	30	22	51	57	41	16	2.16	2.22	37.00	30.00	19.00	25
200 miles and over 190 miles	90	80	66	60	53	48	37	30	31	23	52	58	42	16	2.17	2.23	38.00	30.00	20.00	25
210 miles and over 200 miles	92	82	67	61	54	49	38	31	32	23	52	60	43	18	2.18	2.24	38.00	31.00	20.00	26
220 miles and over 210 miles	94	84	68	62	55	50	39	32	33	24	53	61	44	18	2.19	2.25	39.00	31.00	21.00	26
230 miles and over 220 miles	96	86	69	63	56	51	40	33	34	24	53	62	45	18	2.20	2.26	39.00	31.00	21.00	27
240 miles and over 230 miles	98	88	70	64	57	52	41	34	35	25	54	63	46	18	2.21	2.27	39.00	32.00	22.00	27
250 miles and over 240 miles	100	90	71	65	58	53	42	35	36	26	54	64	47	18	2.22	2.28	40.00	32.00	22.00	28
260 miles and over 250 miles	101	91	72	66	59	54	43	36	37	26	55	65	48	20	2.23	2.29	41.00	32.00	22.00	28
270 miles and over 260 miles	102	91	73	67	60	55	44	37	38	26	55	66	49	20	2.24	2.30	41.00	33.00	23.00	29
280 miles and over 270 miles	103	92	74	68	61	56	45	38	39	27	56	67	50	20	2.25	2.31	42.00	33.00	23.00	29
290 miles and over 280 miles	104	92	75	69	62	57	46	39	40	27	57	68	51	20	2.26	2.32	42.00	33.00	24.00	30
300 miles and over 290 miles	105	93	76	70	63	58	47	40	41	28	57	69	52	20	2.27	2.33	43.00	34.00	24.00	30
310 miles and over 300 miles	106	94	77	71	64	59	48	41	42	28	58	70	53	21	2.28	2.34	43.00	34.00	24.00	31
320 miles and over 310 miles	107	95	78	71	64	59	48	41	42	28	58	71	53	21	2.29	2.35	44.00	34.00	24.00	31
330 miles and over 320 miles	108	95	78	72	65	60	49	42	43	29	59	72	54	21	2.30	2.36	44.00	35.00	25.00	32
340 miles and over 330 miles	109	96	79	72	66	60	49	42	43	30	60	73	54	22	2.31	2.37	45.00	35.00	25.00	32
350 miles and over 340 miles	109	96	79	73	66	61	50	43	44	30	60	74	55	22	2.32	2.38	45.00	35.00	25.00	33
360 miles and over 350 miles	110	96	80	73	66	61	50	43	44	31	61	75	55	22	2.33	2.39	46.00	35.00	25.00	34
370 miles and over 360 miles	111	97	80	73	66	61	50	43	44	31	61	76	55	22	2.34	2.40	46.00	35.00	26.00	34

Schedule of Freight Tariffs Operated by Apalachicola Northern, etc.—Continued.

DISTANCES.	CLASS RATE IN CENTS Per 100 pounds.												Per barrel. Per 100 pounds.	Per ton 2000 pounds.	Per carload.					Per 100 pounds.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R
380 miles and over 370 miles	112	98	81	74	67	62	51	44	45	32	61	77	56	23	2.35	2.43	47.00	36.00	27.00	35
390 miles and over 380 miles	113	99	82	74	67	62	51	44	45	32	61	78	56	23	2.36	2.46	47.00	36.00	27.00	35
400 miles and over 390 miles	114	100	83	75	68	62	51	44	45	33	62	79	56	23	2.37	2.50	48.00	36.00	28.00	36

**SCHEDULE OF FREIGHT TARIFFS REVISED, ALLOWED, AND ADOPTED BY THE RAILROAD COMMISSION
OF THE STATE OF FLORIDA FOR THE FLORIDA RAILWAY, THE LIVE OAK, PERRY & GULF RAIL-
ROAD, THE SOUTH GEORGIA AND WEST COAST RAILWAY.**

STATIONS.	Per Hundred Pounds													Per barrel	Per 100 pounds	Per Ton	Per Car Load				Per 100 pounds	Per Crate
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R	V	
10 miles and under	25	22	21	16	15	14	11	9	8	7		16	13	7	.75	1.00	8.00	10.00	5.00	8		
20 miles and over 10 miles	30	27	25	20	18	17	13	11	10	8		19	15	8	.90	1.10	11.00	12.00	7.00	9		
30 miles and over 20 miles	35	32	29	23	21	19	14	13	12	10		22	17	9	1.05	1.20	14.00	14.00	8.00	10		
40 miles and over 30 miles	39	37	33	26	24	21	15	15	14	11		25	19	10	1.20	1.30	16.00	15.00	9.00	11		
50 miles and over 40 miles	43	41	36	29	27	23	16	16	16	12		28	21	11	1.30	1.40	17.00	16.00	10.00	12		
60 miles and over 50 miles	47	45	39	32	30	24	17	17	17	13		31	23	12	1.40	1.50	18.00	17.00	11.00	13		
70 miles and over 60 miles	51	49	42	35	32	25	18	18	18	14		34	24	13	1.50	1.60	19.00	18.00	11.00	14		
80 miles and over 70 miles	55	53	45	38	34	26	19	19	19	15		36	25	13	1.60	1.70	20.00	19.00	12.00	15		

**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE ATLANTIC COAST
LINE RAILROAD COMPANY AND SEABOARD AIR LINE RAILWAY—LOCAL MILEAGE TARIFF.**

Between All Stations in Florida.	Per Hundred Pounds																Per Barrel	Per 100 Pounds	Per Ton	Per Car Load				Per 100 pounds
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R				
10 miles and under	24	21	20	15	14	13	10	9	8	6	14	15	12	7	\$.75	\$1.00	\$ 8.00	\$10.00	\$5.00	8				
20 miles and over 10 miles	28	26	24	19	17	15	12	11	11	8	17	19	15	8	.90	1.10	11.00	12.00	7.00	9				
30 miles and over 20 miles	32	30	28	23	20	18	13	12	12	9	20	23	18	9	1.05	1.20	14.00	14.00	8.00	10				
40 miles and over 30 miles	36	34	32	27	23	19	14	13	13	10	23	27	19	10	1.20	1.30	16.00	15.00	9.00	11				
50 miles and over 40 miles	40	38	35	30	25	20	15	14	14	11	25	30	20	10½	1.30	1.40	17.00	16.00	10.00	12				
60 miles and over 50 miles	44	42	38	32	29	23	16	15	15	12	29	32	22	11	1.40	1.50	18.00	17.00	11.00	13				
70 miles and over 60 miles	48	46	41	34	30	24	17	17	17	13	30	34	23	11½	1.50	1.60	19.00	18.00	11.00	14				
80 miles and over 70 miles	52	50	43	36	32	25	18	18	18	14	32	36	24	12	1.60	1.70	20.00	19.00	12.00	15				
90 miles and over 80 miles	56	53	46	38	33	26	19	19	19	14	33	38	25	12½	1.70	1.75	22.00	20.00	13.00	16				
100 miles and over 90 miles	60	55	49	39	34	28	20	20	20	14	34	39	26	13	1.75	1.80	25.00	21.00	14.00	17				
110 miles and over 100 miles	62	58	50	41	35	30	21	21	21	15	35	41	29	13½	1.80	1.90	26.00	22.00	14.00	18				
120 miles and over 110 miles	64	60	53	42	36	31	22	22	22	17	36	42	30	14	1.85	1.95	26.00	23.00	15.00	19				
130 miles and over 120 miles	66	61	55	43	37	32	23	23	23	18	37	43	31	14½	1.90	2.00	27.00	24.00	1.600	20				
140 miles and over 130 miles	68	62	57	45	38	33	24	24	24	18	38	45	32	15	1.95	2.05	28.00	25.00	16.00	21				
150 miles and over 140 miles	70	63	59	47	39	35	25	25	24	18	39	47	33	15½	2.00	2.10	30.00	26.00	17.00	22				
160 miles and over 150 miles	72	65	59	49	41	36	26	26	25	19	41	49	34	16	2.05	2.15	31.00	27.00	17.00	23				

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170 miles and over 160 miles	74	67	60	50	42	37	27	27	26	20	42	50	35	16½	2.10	2.20	31.00	28.00	18.00	24
180 miles and over 170 miles	76	68	61	53	43	38	28	27	28	21	43	53	36	16½	2.15	2.21	32.00	29.00	19.00	24½
190 miles and over 180 miles	77	69	63	54	44	39	29	28	29	21	44	54	37	16½	2.16	2.22	33.00	30.00	19.00	25
200 miles and over 190 miles	78	70	64	55	45	40	30	29	29	21	45	55	39	16½	2.17	2.23	34.00	30.50	20.00	25½
210 miles and over 200 miles	80	71	64	56	46	41	31	30	30	21	46	56	40	18	2.18	2.24	34.00	31.00	20.00	26
220 miles and over 210 miles	82	72	65	57	47	43	32	31	31	22	47	57	41	18	2.19	2.25	35.00	31.00	21.00	26½
230 miles and over 220 miles	83	73	66	58	48	44	33	32	32	23	48	58	42	18	2.20	2.26	36.00	31.00	21.00	27
240 miles and over 230 miles	84	74	67	59	50	45	34	33	33	24	50	59	43	18	2.21	2.27	36.00	32.00	22.00	27½
250 miles and over 240 miles	84	75	68	61	51	47	35	34	33	25	51	61	44	18	2.22	2.28	37.00	32.00	22.00	28
260 miles and over 250 miles	86	76	69	62	52	47	36	35	34	25	52	62	45	20	2.23	2.29	37.00	32.00	22.00	28½
270 miles and over 260 miles	87	77	70	63	54	48	37	36	35	25	54	63	46	20	2.24	2.30	38.00	33.00	23.00	29
280 miles and over 270 miles	88	78	71	64	54	49	38	37	36	26	54	64	47	20	2.25	2.31	38.00	33.00	23.00	29½
290 miles and over 280 miles	89	79	72	65	55	51	39	38	37	26	55	65	48	20	2.26	2.32	39.00	33.00	24.00	30
300 miles and over 290 miles	90	80	74	66	56	52	40	39	37	27	56	66	50	20	2.27	2.33	39.00	34.00	24.00	30
310 miles and over 300 miles	91	81	75	67	57	53	41	40	39	27	57	67	51	21	2.28	2.34	40.00	34.00	24.00	31
320 miles and over 310 miles	92	82	76	68	59	54	42	40	40	27	59	68	52	21	2.29	2.35	40.00	34.00	24.00	31
330 miles and over 320 miles	93	83	77	69	59	55	43	41	41	27	59	69	53	21	2.30	2.36	41.00	35.00	25.00	32
340 miles and over 330 miles	94	84	78	69	60	55	43	41	41	28	60	69	53	22	2.31	2.37	41.00	35.00	25.00	32
350 miles and over 340 miles	95	85	78	70	60	56	43	42	42	28	60	70	54	22	2.32	2.38	42.00	35.00	25.00	33
360 miles and over 350 miles	96	86	79	70	60	56	44	42	42	29	60	70	54	22	2.33	2.39	43.00	35.00	25.00	34
370 miles and over 360 miles	97	87	79	70	60	56	45	42	42	29	60	70	54	22	2.34	2.40	43.00	35.00	26.00	34
380 miles and over 370 miles	98	88	80	71	61	57	45	43	43	30	61	71	55	23	2.35	2.43	44.00	36.00	27.00	35
390 miles and over 380 miles	99	89	81	71	61	57	45	43	43	30	61	71	55	23	2.36	2.46	45.00	36.00	27.00	35
400 miles and over 390 miles	100	90	82	72	62	57	45	43	43	31	62	72	55	23	2.37	2.50	45.00	36.00	28.00	36

SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE FLORIDA EAST COAST RAILWAY.

DISTANCES.	PER ONE HUNDRED POUNDS																Per Barrel	Per 100 Pounds	Per Ton 2000 Pounds	PER CARLOAD				Per 100 Lbs.		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	
10 miles and under	30	27	24	20	18	15	11	10	11	9	19	21	16	7	.75	1.10	8.00	10.00	5.00	8						
20 miles and over 10 miles	34	31	28	23	21	17	15	12	12	10	21	24	18	8	.90	1.20	11.00	12.00	7.00	9						
30 miles and over 20 miles	38	35	31	26	24	19	17	14	14	11	23	27	20	9	1.05	1.30	14.00	14.00	8.00	10						
40 miles and over 30 miles	42	38	34	28	26	21	19	15	15	11	25	30	22	10	1.20	1.40	16.00	16.00	9.00	11						
50 miles and over 40 miles	46	41	38	30	28	23	21	16	16	12	27	33	24	10½	1.30	1.50	18.00	16.00	10.00	12						
60 miles and over 60 miles	50	44	40	32	30	26	23	17	17	13	29	36	26	11	1.40	1.60	20.00	17.00	11.00	13						
70 miles and over 60 miles	54	47	43	34	32	27	24	18	18	14	31	39	28	11½	1.50	1.70	22.00	18.00	12.00	14						
80 miles and over 70 miles	58	50	46	36	34	29	26	19	19	15	33	42	30	12	1.60	1.75	24.00	19.00	13.00	15						
90 miles and over 80 miles	62	53	49	36	36	31	26	20	20	15	35	45	31	12½	1.70	1.80	26.00	20.00	14.00	16						
100 miles and over 90 miles	66	56	52	40	38	33	27	21	21	16	37	47	32	13	1.75	1.85	28.00	21.00	14.50	17						
110 miles and over 100 miles	69	62	56	44	40	35	28	22	22	17	39	49	33	13½	1.80	1.90	29.00	22.00	15.00	18						
120 miles and over 110 miles	72	62	56	44	42	37	29	23	23	18	41	50	34	14	1.85	1.95	29.00	23.00	16.00	19						
130 miles and over 120 miles	75	65	58	46	44	39	30	24	24	19	43	51	35	14½	1.90	2.00	31.00	24.00	17.00	20						
140 miles and over 130 miles	78	68	60	48	46	41	31	25	25	19	45	52	36	15	1.95	2.05	32.00	25.00	17.50	21						
150 miles and over 140 miles	80	70	61	50	48	43	32	26	26	20	47	53	37	15½	2.00	2.10	33.00	26.00	18.00	22						
160 miles and over 150 miles	82	72	62	52	49	44	33	27	27	20	48	54	38	16	2.05	2.15	34.00	27.00	19.00	23						
170 miles and over 160 miles	84	74	63	54	50	45	34	28	28	21	49	55	39	16½	2.10	2.20	35.00	28.00	19.50	24						
180 miles and over 170 miles	86	76	64	56	51	46	36	28	29	21	50	55	40	16½	2.16	2.21	36.00	29.00	20.00	24½						
190 miles and over 180 miles	88	78	65	53	52	47	36	29	30	22	51	57	41	16½	2.16	2.22	37.00	30.00	20.00	25						
200 miles and over 190 miles	90	80	66	60	53	48	37	30	31	23	52	58	42	16½	2.17	2.23	38.00	30.50	20.50	25½						

210 miles and over 200 miles	92	82	67	61	54	49	38	31	32	23	52	60	43	18	2.18	2.24	38.00	31.00	21.00	26
220 miles and over 210 miles	94	84	68	62	55	50	39	32	33	24	53	61	44	18	2.19	2.25	39.00	31.00	22.00	26½
230 miles and over 220 miles	96	86	69	63	56	51	40	33	34	24	53	62	45	18	2.20	2.26	39.00	31.00	22.50	27
240 miles and over 230 miles	98	88	70	64	57	52	41	34	35	25	24	63	46	18	2.21	2.27	39.00	32.00	22.50	27½
250 miles and over 240 miles	100	90	71	65	58	53	42	35	36	26	54	64	47	18	2.22	2.28	40.00	32.00	23.00	28
260 miles and over 250 miles	101	91	72	66	59	54	43	36	37	26	55	65	48	20	2.23	2.29	41.00	32.00	24.00	28½
270 miles and over 260 miles	102	91	73	67	60	55	44	37	38	26	55	66	49	20	2.24	2.30	41.00	33.00	25.00	29
280 miles and over 270 miles	103	92	74	68	61	56	45	38	39	27	56	67	50	20	2.25	2.31	42.00	33.00	26.00	29½
290 miles and over 280 miles	104	92	75	69	62	57	46	39	40	27	57	68	51	20	2.26	2.32	42.00	33.00	27.00	30
300 miles and over 290 miles	105	93	76	70	63	58	47	40	41	28	57	69	52	20	2.27	2.33	43.00	34.00	27.50	30
310 miles and over 300 miles	106	94	77	71	64	59	48	41	42	28	58	70	53	21	2.28	2.34	43.00	34.00	28.00	31
320 miles and over 310 miles	107	95	78	71	64	59	48	41	42	28	58	71	53	21	2.29	2.35	44.00	34.00	29.50	31
330 miles and over 320 miles	108	95	78	72	65	60	49	42	43	29	59	72	54	21	2.30	2.36	44.00	35.00	31.00	32
340 miles and over 330 miles	109	96	79	72	66	60	49	42	43	30	60	73	54	22	2.31	2.37	45.00	35.00	32.50	32
350 miles and over 340 miles	109	96	79	73	66	61	50	43	44	30	60	74	55	22	2.32	2.38	45.00	35.00	34.00	33
360 miles and over 350 miles	110	96	80	73	66	61	50	43	44	31	61	75	55	22	2.33	2.39	46.00	35.00	35.50	34
370 miles and over 360 miles	111	97	80	73	66	61	50	43	44	31	61	76	55	22	2.34	2.40	46.00	35.00	37.00	34
380 miles and over 370 miles	112	98	81	74	67	62	51	44	45	32	61	77	56	23	2.35	2.43	47.00	36.00	39.00	35
390 miles and over 380 miles	113	99	82	74	67	62	51	44	45	32	61	78	56	23	2.36	2.46	47.00	36.00	41.00	35
400 miles and over 390 miles	114	100	83	75	68	62	51	44	45	32	62	79	56	23	2.37	2.50	48.00	36.00	41.00	36
410 miles and over 400 miles	115	101	84	76	69	63	52	45	46	34	63	80	57	24	4.10	3.97	51.00	36.00	42.00	37
420 miles and over 410 miles	115	101	84	76	69	63	52	45	46	34	63	80	57	24	4.10	3.97	51.00	36.00	42.00	37
430 miles and over 420 miles	115	101	84	76	69	63	52	45	46	34	63	80	57	24	4.10	3.97	51.00	36.00	42.00	37
440 miles and over 430 miles	116	102	85	77	70	64	53	46	47	35	64	81	58	25	4.11	3.97	51.00	40.00	42.00	38
450 miles and over 440 miles	116	102	85	77	70	64	53	46	47	35	64	81	58	25	4.11	4.00	51.00	40.00	43.00	38
460 miles and over 450 miles	116	102	85	77	70	64	53	46	47	35	64	81	58	25	4.11	4.00	51.00	40.00	43.00	38
470 miles and over 460 miles	117	103	86	78	71	65	54	47	48	36	65	82	59	26	4.12	4.01	51.00	42.00	43.00	39
480 miles and over 470 miles	117	103	86	78	71	65	54	47	48	36	65	82	59	26	4.12	4.01	51.00	42.00	43.00	39
490 miles and over 480 miles	117	103	86	78	71	65	54	47	48	36	66	82	59	26	4.12	4.00	51.00	42.00	43.00	39
500 miles and over 490 miles	118	104	87	79	72	66	55	48	49	37	66	83	60	27	4.13	4.05	52.00	44.00	44.00	40

TO BE USED ONLY BETWEEN STATIONS ON ATLANTIC AND WESTERN BEACH BRANCH.

10 miles and under	30	27	24	21	18	15	12	12	10	9	18	22	18	7	.85	1.00	8.00	10.00	5.00	15
20 miles and over 10 miles	36	35	30	28	24	18	15	14	10	10	20	27	20	8	1.00	1.20	11.00	11.00	7.00	18
30 miles and over 20 miles	40	36	32	30	26	20	17	16	11	12	21	30	21	9	1.00	1.20	14.00	12.00	8.00	20

**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE GEORGIA, FLORIDA
& ALABAMA RAILWAY.**

DISTANCES.	PER ONE HUNDRED POUNDS													Per Barrel	Per 100 lbs.	Per ton 2000 Pounds	PER CARLOAD					Per 100 Lbs	Per Standard Crte.
	1	2	3	4	5	6	A	B	C	D	E	F	H				K	L	M	N	O			P	R	G	V
10 miles and under	24	21	20	16	14	12	12	12	5½	5	14	11½	15	7½	.75	1.20	9.75	12.00	5.00	8	10	8	
20 miles and over 10	30	27	24	21	18	15	15	15	7	6	18	14	21	9	.90	1.35	12.00	15.00	7.00	9	11	8	
30 miles and over 20	36	32	29	26	21	17	17	17	7½	6½	21	15	26	10½	1.05	1.50	15.00	16.50	8.00	11	12	8	
40 miles and over 30	41	36	33	30	24	18	18	18	8	7½	24	16½	39	12	1.20	1.65	19.50	18.00	9.00	12	12	9	
50 miles and over 40	42	38	35	31	25	18	18	18	8½	8	27	17½	31	12	1.26	1.68	19.60	18.20	10.00	13	13	9	
60 miles and over 50	45	41	36	32	27	20	20	20	9	8½	27	18	32	12	1.33	1.75	19.60	19.60	10.00	13	13	10	
70 miles and over 60	50	46	41	36	28	21	21	21	9½	9	28	19	36	12½	1.40	1.96	22.40	21.00	11.00	15	14	11	
80 miles and over 70	51	47	41	36	28	21	21	21	10	9½	28	20	36	12½	1.43	1.96	22.40	21.00	12.00	16	15	11	
90 miles and over 80	55	49	43	38	29	22	22	22	11	10	29	22	38	12½	1.50	2.10	23.40	22.10	13.00	17	16	12	
100 miles and over 90	59	52	46	39	30	23	23	23	11½	11	30	23	39	13	1.56	2.21	26.00	22.10	14.00	18	17	12	
110 miles and over 100	59	52	46	39	30	23	23	23	12	11	30	23	39	13	1.56	2.21	26.00	22.10	14.00	18	17	12	

**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE GEORGIA SOUTHERN
AND FLORIDA RAILWAY--LOCAL MILEAGE TARIFF.**

DISTANCES.	PER HUNDRED POUNDS.												Per Barrel	Per 100 Pounds	Per Ton 2000 pounds	PER CARLOAD.					Per 100 lbs.	Oranges per box 80 lbs	Vegetables per crate 50 lbs
	1	2	3	4	5	6	A	B	C	D	E	H				F	K	L	M	N				O	P	R
10 miles and under	24	21	20	15	14	12	12	12	5½	5	14	15	11½	7½	\$.75	\$1.20	\$ 9.75	\$12.00	\$ 5.00	8	10	8	
20 miles and over 10 miles	30	27	24	21	18	15	15	15	7	6	18	21	14	9	.90	1.35	12.00	15.00	7.00	9	11	8	
30 miles and over 20 miles	36	32	29	26	21	17	17	17	7½	6½	21	26	15	10½	1.05	1.50	15.00	16.50	8.00	11	12	8	
40 miles and over 30 miles	41	36	33	30	24	18	18	18	8	7½	24	30	16½	12	1.20	1.65	19.50	18.00	9.00	12	12	9	
50 miles and over 40 miles	42	38	35	31	25	18	18	18	8½	8	25	31	17½	12	1.26	1.68	19.60	18.20	10.00	13	13	9	
60 miles and over 50 miles	46	42	38	34	27	20	20	20	9	8½	27	34	18	12½	1.33	1.82	20.30	19.60	11.00	14	13	9	
70 miles and over 60 miles	50	46	41	36	28	21	21	21	9½	9	28	36	19	12½	1.40	1.96	22.40	21.00	11.00	15	14	10	
80 miles and over 70 miles	51	47	41	36	28	21	21	21	10	9½	28	36	20	12½	1.43	1.96	22.40	21.00	12.00	16	14	10	
90 miles and over 80 miles	55	49	43	38	29	22	22	22	11	10	29	38	21½	12½	1.50	2.08	23.40	22.10	13.00	17	15	10	
100 miles and over 90 miles	59	52	46	39	30	23	23	23	11½	11	30	39	23	13	1.56	2.21	26.00	22.10	14.00	18	15	10	
110 miles and over 100 miles	59	52	46	39	30	23	23	23	12	11	30	39	23	13	1.56	2.21	26.00	22.10	14.00	18	15	11	
120 miles and over 110 miles	61	53	47	39	30	24	24	24	13	12	30	39	24	13	1.56	2.28	27.60	22.10	15.00	19	15	11	

SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA, BY THE PENSACOLA, ALABAMA AND TENNESSEE RAILROAD—LOCAL MILEAGE TARIFF.

DISTANCES	Per 100 pounds.																Per barrel.	Per 100 lbs.	Fertilizers.	Per 100 lbs.	Per 100 lbs.	Brick, C. L.	Lumber, C. L.
	1	2	3	4	5	6	A	B	C	D	E	H	F	L	M	N	P						
10 miles and under	20	17	15	13	12	11	11	11	7	7	11	11	7	7	7	6	5						
20 miles and over 10 miles	23	20	18	16	13	12	12	12	9	9	13	13	9	9	9	6	6						
30 miles and over 20 miles	28	24	22	19	17	15	15	15	10	10	15	15	10	10	10	6	8						

SCHEDULE OF FREIGHT TARIFFS REVISED, ALLOWED AND ADOPTED BY THE RAILROAD COMMISSION OF THE STATE OF FLORIDA, FOR PENSACOLA AND ATLANTIC DIVISION, LOUISVILLE AND NASHVILLE RAILROAD, TAKING EFFECT APRIL 1, 1903.

BETWEEN LOCAL STATIONS.		Per Hundred Pounds																Per Barrel	Per 100 Pounds											Per 2000 Lbs	Per Car		Oranges per box 50 lbs	Vegetables per crate 50 lbs
																			Live Stock Except Hogs	Sheep double deck Hogs single														
		1	2	3	4	5	6	A	B	C	D	E	H	F	G	L	M				N	O	P	Coal										
10 miles and under		25	22	18	17	16	15	15	15	6	6	15	15	12	15	7	5	3	5	3	\$	.60	\$10.00	\$12.00	10	8	8	8	8	8	8	8	8	8
15 miles and over	10 miles	30	26	21	20	19	18	18	18	7	7	18	18	14	18	9	7	4	7	4		.80	14.00	17.00	10	8	8	8	8	8	8	8	8	8
20 miles and over	15 miles	32	28	25	23	21	20	20	20	7	7	20	20	14	20	10	7	6	7	5		.90	14.00	17.00	11	8	8	8	8	8	8	8	8	8
25 miles and over	20 miles	35	30	27	25	23	21	21	21	9	8	21	21	18	21	11	8	5	8	5		1.00	17.00	20.00	11	8	8	8	8	8	8	8	8	8
30 miles and over	25 miles	37	32	30	27	24	22	22	22	10	8	22	22	20	22	11	8	6	8	6		1.05	17.00	20.00	12	8	8	8	8	8	8	8	8	8
35 miles and over	30 miles	40	35	32	29	26	23	23	23	11	9	23	23	22	23	12	8	6	8	6		1.15	19.00	23.00	12	9	8	8	8	8	8	8	8	8
40 miles and over	35 miles	42	37	33	30	27	24	24	24	12	9	24	24	24	24	12	8	6	8	6		1.20	19.00	23.00	12	9	8	8	8	8	8	8	8	8
45 miles and over	40 miles	43	40	34	31	28	25	25	25	13	10	25	25	26	25	13	8	7	8	7		1.25	21.00	25.00	12	9	8	8	8	8	8	8	8	8
50 miles and over	45 miles	45	41	35	32	29	26	26	26	14	10	26	26	28	26	14	9	7	9	7		1.25	21.00	25.00	13	9	8	8	8	8	8	8	8	8
55 miles and over	50 miles	47	42	36	33	30	27	27	27	15	11	27	27	30	27	15	10	7	10	7		1.30	23.00	28.00	13	9	8	8	8	8	8	8	8	8
60 miles and over	55 miles	48	43	37	34	31	28	28	28	16	11	28	28	32	28	16	12	8	12	8		1.35	23.00	28.00	13	9	8	8	8	8	8	8	8	8
65 miles and over	60 miles	50	44	40	36	33	30	30	30	17	12	30	30	34	30	17	12	8	12	8		1.40	25.00	30.00	13	10	8	8	8	8	8	8	8	8

R class is omitted.

70 miles and over 65 miles	52	45	41	37	33	30	30	30	17	12	30	30	34	30	17	13	8	13	8	1.45	25.00	30.00	14	10
76 miles and over 70 miles	55	45	42	38	34	30	30	30	18	13	30	30	36	30	18	13	9	13	9	1.50	27.00	32.00	14	10
80 miles and over 75 miles	57	47	43	39	35	31	31	31	18	14	31	31	36	31	18	14	9	14	9	1.50	27.00	32.00	14	10
85 miles and over 80 miles	58	50	44	40	36	32	32	32	19	15	32	32	38	32	19	14	9	14	9	1.55	29.00	35.00	14	10
90 miles and over 85 miles	60	52	46	41	37	33	33	33	19	15	33	33	38	33	19	15	10	15	10	1.55	29.00	35.00	16	10
95 miles and over 90 miles	62	54	48	43	38	34	34	34	19	15	34	34	38	34	19	15	10	15	10	1.60	31.00	35.00	15	10
100 miles and over 95 miles	64	56	50	45	40	36	36	36	20	15	36	36	40	36	20	15	10	15	10	1.60	31.00	35.00	15	10
110 miles and over 100 miles	66	58	51	46	41	37	37	37	21	16	37	37	42	37	21	16	11	16	11	1.65	32.00	36.00	15	11
120 miles and over 110 miles	68	60	52	47	42	38	38	38	22	17	38	38	44	38	22	16	11	16	11	1.65	34.00	38.00	16	11
130 miles and over 120 miles	70	62	53	48	43	39	39	39	23	18	39	39	40	39	23	17	12	17	12	1.75	34.00	39.00	16	11
140 miles and over 130 miles	72	64	54	49	44	40	40	40	24	19	40	40	48	40	24	17	12	17	12	1.75	35.00	40.00	16	11
150 miles and over 140 miles	74	66	55	50	45	41	41	41	25	20	41	41	50	41	25	18	13	18	13	1.80	36.00	40.00	17	12
160 miles and over 150 miles	76	68	56	51	46	42	42	42	25	20	42	42	50	42	26	18	13	18	13	1.90	37.00	40.00	17	12

**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE PENSACOLA DIVISION
LOUISVILLE AND NASHVILLE RAILROAD—LOCAL MILEAGE TARIFF.**

DISTANCES.	CLASS RATES IN CENTS														CARLOADS.										Oranges per box 86 Lbs.	Veg'bles per Cr't 50 lbs.
	Per 100 pounds.														Per Barrel	Per 110 Lbs	Per 100 Lbs				Per 2000 Lbs	Per Car				
	1	2	3	4	5	6	A	B	C	D	E	H	F	I			L	M	N	Coal		Live Stock Except Hogs	Sheep Double Deck, Hogs Single			
10 miles and under	12	10	9	8	7	6	6	6	5	5	6	6	10	6	5	4	3	\$.60	\$ 5.00	\$ 6.00	10	8				
15 miles and over 10 miles	15	14	12	11	10	9	9	9	6	6	9	9	12	9	6	5	4	.70	6.00	7.00	11	8				
20 miles and over 15 miles	20	17	15	13	12	11	11	11	7	7	11	11	14	11	7	6	5	.90	7.00	8.00	12	8				
25 miles and over 20 miles	23	20	17	15	14	13	13	13	9	8	13	13	18	13	9	7	5	1.05	8.00	10.00	12	9				
30 miles and over 25 miles	26	23	20	17	16	15	15	15	10	8	15	15	20	15	10	7	6	1.15	10.00	12.00	13	9				
35 miles and over 30 miles	29	25	22	19	18	17	17	17	11	9	17	17	22	17	11	8	6	1.20	12.00	14.00	13	9				
40 miles and over 35 miles	32	27	24	21	20	19	19	19	12	9	19	19	24	19	12	8	6	1.25	14.00	17.00	14	10				
45 miles and over 40 miles	35	30	27	23	22	21	21	21	13	10	21	21	26	21	13	8	7	1.25	15.00	18.00	14	10				
50 miles and over 45 miles	37	32	28	25	24	22	22	22	14	10	22	22	28	22	14	9	7	1.30	16.00	19.00	15	10				
55 miles and over 50 miles	39	34	30	26	25	23	23	23	15	11	23	23	30	23	15	10	7	1.35	18.00	22.00	15	10				

SCHEDULE OF FREIGHT TARIFFS OPERATED IN FLORIDA BY VALDOSTA SOUTHERN RAILWAY

Between Local Stations in Florida.	Per Hundred Pounds												Per Barrel	Per 100 pounds	Per Ton	Per Car Load					Per 100 pounds	Per Crates
	1	2	3	4	5	6	A	B	C	D	H	F	K	L		M	N	O	P	R	G	V
10 miles and under	24	21	20	15	14	12	12	8	5½	5	15	11	5	50	.80	8.00	6.00	5.00	5	13	10	
20 miles and over 10 miles	30	27	24	21	18	15	15	10	7	6	21	14	6	60	.90	11.00	10.00	7.00	6	13	10	
30 miles and over 20 miles	36	32	29	26	21	17	17	11	7½	7	26	15	7	70	1.00	14.00	11.00	8.00	7	13	10	
40 miles and over 30 miles	41	36	33	30	24	18	18	12	8	7½	30	16	8	80	1.10	16.00	12.00	9.00	8	13	10	
50 miles and over 40 miles	45	41	37	33	27	20	20	13	9	8	33	17½	8	90	1.20	18.00	13.00	10.00	9	13	10	

SUGAR CANE TO SUGAR AND SYRUP FACTORIES.

Distances.	Rate, in cents, per ton of 2,000 lbs.
10 miles and under.....	\$.50
20 miles and over 10 miles.....	.50
30 miles and over 20 miles.....	.55
40 miles and over 30 miles.....	.65
50 miles and over 40 miles.....	.70
60 miles and over 50 miles.....	.75
70 miles and over 60 miles.....	.80
80 miles and over 70 miles.....	.85
90 miles and over 80 miles.....	.90
100 miles and over 90 miles.....	.95
Minimum, 15 tons to a car.	

NOTE. These rates apply, *provided* the full products of the cane are reshipped from the factory by the line bringing in the cane.

Provided further, That such carrier makes as low rates as other competing carriers on the outward product.

If the product is not shipped as above provided, the rates will be 100 per cent higher.

RATES ON COTTON PRESSED IN BALES.

RATES IN CENTS PER 100 POUNDS.

10 miles and under.....	11
20 miles and over 10 miles.....	13
30 miles and over 20 miles.....	15
40 miles and over 30 miles.....	17
50 miles and over 40 miles.....	19
60 miles and over 50 miles.....	21
70 miles and over 60 miles.....	23
80 miles and over 70 miles.....	25
90 miles and over 80 miles.....	27
100 miles and over 90 miles.....	29
110 miles and over 100 miles.....	30
120 miles and over 110 miles.....	31
130 miles and over 120 miles.....	32
140 miles and over 130 miles.....	33
150 miles and over 140 miles.....	34
160 miles and over 150 miles.....	35

**Schedule of Freight Tariffs Revised, Allowed and Adopted by the
Railroad Commission of the State of Florida.**

FOR THE SOUTHERN EXPRESS COMPANY.

LOCAL COMMODITY MILEAGE SCALE RATES.

SOLELY WITHIN THE STATE OF FLORIDA.

Effective March 1st, 1899, the following rates on Fruit and Vegetables will apply on all shipments between local points on

FLORIDA EAST COAST RAILWAY.

Over Miles	Not Over Miles	Per Package		Over Miles	Not Over Miles	Per Package	
		Tariff "A"	Tariff "B"			Tariff "A"	Tariff "B"
1	10	25	25	160	170	40	30
10	20	25	25	170	180	40	30
20	30	25	25	180	190	40	30
30	40	30	25	190	200	40	35
40	50	30	25	200	210	45	35
50	60	30	25	210	220	45	35
60	70	35	25	220	230	45	40
70	80	35	25	230	240	45	40
80	90	35	25	240	250	45	40
90	100	35	25	250	275	50	45
100	110	35	25	275	300	55	50
110	120	35	25	300	325	60	50
120	130	35	25	325	350	60	55
130	140	35	25	350	375	60	55
140	150	40	30	...	...	..	..
150	160	40	30	...	...	..	..

Minimum charge on any single shipment, 25 cents.

NOTE: The above quoted rates do not abrogate any lower special rates now in effect, nor any lower rates made by the application of the "May Scale."

Rates between points reached by two or more railroads will be based on the mileage of the shortest through line.

CLASSIFICATION.

TARIFF A.

Fruit: Oranges, Lemons, Limes, Grape Fruit, Pineapples in standard crates of 80 pounds. Barrel or barrel crates, double the crate-rate.

TARIFF B.

Fruit: Peaches, Pears and Guava.

Vegetables: Beans, Beets, Cauliflower, Okra, Tomatoes, Squash, Potatoes (Irish and Sweet), Green Peas, Egg Plant, Turnips, Green Corn, Asparagus, Radishes, Lettuce, Onions, Cabbage, Kale, Cantaloupes and like articles, in standard crates of 50 pounds, barrel or barrel crates, double the crate rate.

Schedule of Freight Tariffs Revised, Allowed and Adopted by
the Railroad Commission of the State of Florida.

FOR SOUTHERN EXPRESS COMPANY.

LOCAL COMMODITY MILEAGE SCALE RATE.

SOLELY WITHIN THE STATE OF FLORIDA.

Effective March 1st, 1899, the following rates on Fruit and Vegetables will apply on all shipments between local points on any one of the railroads named below in the State of Florida:

Carrabelle, Tallahassee & Ga. railroad
Florida Central & Peninsular railroad
Gainesville and Gulf railroad
Georgia Southern & Florida railroad.

Jacksonville, Tampa & Key West Ry.
Louisville & Nashville railroad.
Plant System.
Tavares & Gulf railroad.

Over Miles	Not Over Miles	Per Package		Over Miles	Not Over Miles	Per Package	
		Tariff "A"	Tariff "B"			Tariff "A"	Tariff "B"
1	10	25	25	160	170	35	25
10	20	25	25	170	180	35	25
20	30	25	25	180	190	35	25
30	40	25	25	190	200	35	25
40	50	25	25	200	210	40	30
50	60	30	25	210	220	40	30
60	70	30	25	220	230	40	30
70	80	30	25	230	240	40	30
80	90	30	25	240	250	40	30
90	100	30	25	250	275	45	35
100	110	30	25	275	300	45	35
110	120	30	25	300	325	45	40
120	130	30	25	325	350	50	40
130	140	30	25	350	375	50	40
140	150	35	25	375	400	50	40
150	160	35	25	400	...	50	40

Minimum charge on any single shipment, 25 cents.

NOTE: The above quoted rates do not abrogate any lower special rates now in effect, nor any lower rates made by the application of the "May Scale."

Rates between points reached by two or more railroads will be based on the mileage of the shortest through line.

Shipments passing over two or more roads not under the same management or control the maximum rate charged on such shipments shall not be greater than the sum of the local rates on each road, less 10 per cent. for the distance handled over each road.

CLASSIFICATION.

TARIFF A.

Fruit: Oranges, Lemons, Limes, Grape Fruit, Pineapples, in standard crates of 80 pounds. Barrel or barrel crates, double the crate rate.

TARIFF B.

Fruit: Peaches, Pears and Guavas.

Vegetables: Beans, Beets, Cauliflower, Okra, Tomates, Turnips, Green Corn, Asparagus, Radishes, Lettuce, Onions, Cabbage, Kale, Cantaloupes, and like articles, in standard crates of 50 pounds. Barrel or barrel crates, double the crate rate.

**LOCAL EXPRESS RATES ON COMMODITIES AS REVISED,
ADOPTED AND ALLOWED.**

Schedule of Freight Tariffs Revised, Allowed and Adopted by the
Railroad Commission of the State of Florida.

FOR SOUTHERN EXPRESS COMPANY.

LOCAL MILEAGE SCALE RATE ON STRAWBERRIES.

SOLELY WITHIN THE STATE OF FLORIDA.

Effective March 1, 1899, the following rates on strawberries will apply on all shipments between local points on any one of the railroads named below in the State of Florida:

Carrabelle, Tallahassee & Ga. railroad
Florida Central & Peninsular railroad
Gainesville & Gulf railway.
Georgia Southern & Florida railroad.

Louisville & Nashville railroad.
Plant System.
Tavares & Gulf railroad.

Over Miles	Not Over Miles	Per Crate	Over Miles	Not Over Miles	Per Crate
1	10	25	160	170	55
10	20	25	170	180	55
20	30	25	180	190	55
30	40	30	190	200	55
40	50	30	200	210	55
50	60	30	210	220	55
60	70	30	220	230	55
70	80	35	230	240	60
80	90	35	240	250	60
90	100	35	250	275	60
100	110	40	275	300	60
110	120	40	300	325	60
120	130	40	325	350	65
130	140	50	350	375	65
140	150	50	375	400	70
150	160	55	400	...	70

The above rates are per standard crate of 32 quarts, estimated at 50 pounds. Excess of this weight will be charged for pro rata. Minimum charge on any single shipment, 25 cents.

NOTE: The above quoted rates do not abrogate any lower specific rates now in effect, nor any lower rates made by the application of the "May Scale."

Rates between points reached by two or more railroads will be based on the mileage of the shortest through line.

On shipments passing over two or more roads not under the same management or control, the same rules shall apply as on merchandise.

LOCAL MILEAGE RATES ON FRUIT AND VEGETABLES.

DISTANCE.	CLASS.	
	Per Crate.	
	G.	V.
10 miles and under.....	13	10
20 miles and over 10 miles.....	13	10
30 miles and over 20 miles.....	13	10
40 miles and over 30 miles.....	13	10
50 miles and over 40 miles.....	13	10
60 miles and over 50 miles.....	15	10
70 miles and over 60 miles.....	16	10
80 miles and over 70 miles.....	16	10
90 miles and over 80 miles.....	16	10
100 miles and over 90 miles.....	16	10
110 miles and over 100 miles.....	16	11
120 miles and over 110 miles.....	16	11
130 miles and over 120 miles.....	16	11
140 miles and over 130 miles.....	16	11
150 miles and over 140 miles.....	17	12
160 miles and over 150 miles.....	17	12
170 miles and over 160 miles.....	18	12
180 miles and over 170 miles.....	18	12
190 miles and over 180 miles.....	18	13
200 miles and over 190 miles.....	18	13
210 miles and over 200 miles.....	19	13
220 miles and over 210 miles.....	19	13
230 miles and over 220 miles.....	19	14
240 miles and over 230 miles.....	20	14
250 miles and over 240 miles.....	20	14

For distances exceeding 250 miles the maximum rate shall be 25 cents per box or crate and 50 cents per barrel or barrel crate.

These rates will apply on local shipments between all points on any railroad in the State of Florida.

Exceptions.—These rates do not apply to base points as a basis for through rates.

Do not apply on Florida East Coast Railway.

LOCAL MILEAGE RATES ON FRUIT AND VEGE-
TABLES ON FLORIDA EAST COAST RAILWAY.

DISTANCE.	CLASS.	
	Per Crate.	
	G.	V.
10 miles and under.....	10	8
20 miles and over 10.....	11	8
30 miles and over 20.....	12	9
40 miles and over 30.....	13	9
50 miles and over 40.....	14	10
60 miles and over 50.....	15	11
70 miles and over 60.....	16	11
80 miles and over 70.....	17	11
90 miles and over 80.....	18	12
100 miles and over 90.....	19	12
110 miles and over 100.....	20	13
120 miles and over 110.....	20	13
130 miles and over 120.....	21	14
140 miles and over 130.....	22	15
150 miles and over 140.....	23	16
160 miles and over 150.....	24	17
170 miles and over 160.....	25	18
180 miles and over 170.....	25	19
190 miles and over 180.....	26	20
200 miles and over 190.....	27	21
210 miles and over 200.....	28	22
220 miles and over 210.....	29	23
230 miles and over 220.....	29	24
240 miles and over 230.....	30	25
250 miles and over 240.....	31	26
260 miles and over 250.....	32	27
270 miles and over 260.....	33	28

LOCAL MILEAGE RATES ON FRUIT AND VEGE-
TABLES ON FLORIDA EAST COAST RAILWAY.

—Continued.

DISTANCE.	CLASS.	
	Per Crate.	
	G.	V.
280 miles and over 270.....	34	29
290 miles and over 280.....	35	30
300 miles and over 290.....	36	31
310 miles and over 300.....	37	32
320 miles and over 310.....	38	33
330 miles and over 320.....	38	34
340 miles and over 330.....	39	35
350 miles and over 340.....	40	36
360 miles and over 350.....	40	37
370 miles and over 360.....	40	37
380 miles and over 370.....	40	37
390 miles and over 380.....	40	37
400 miles and over 390.....	41	38
410 miles and over 400.....	41	38
420 miles and over 410.....	42	39
430 miles and over 420.....	42	39
440 miles and over 430.....	43	40
450 miles and over 440.....	43	40
460 miles and over 450.....	44	41
470 miles and over 460.....	44	41
480 miles and over 470.....	44	42
490 miles and over 480.....	45	42
500 miles and over 490.....	45	42

CLASSIFICATION.

CLASS G—FRUIT.

Oranges, Lemons, Limes, Grape Fruit Pine-apples.

In standard crates of 80 ponnds.

Barrels or barrel crates donble the crate rate.

Strawberries in crates of 50 pounds.

CLASS V—FRUIT.

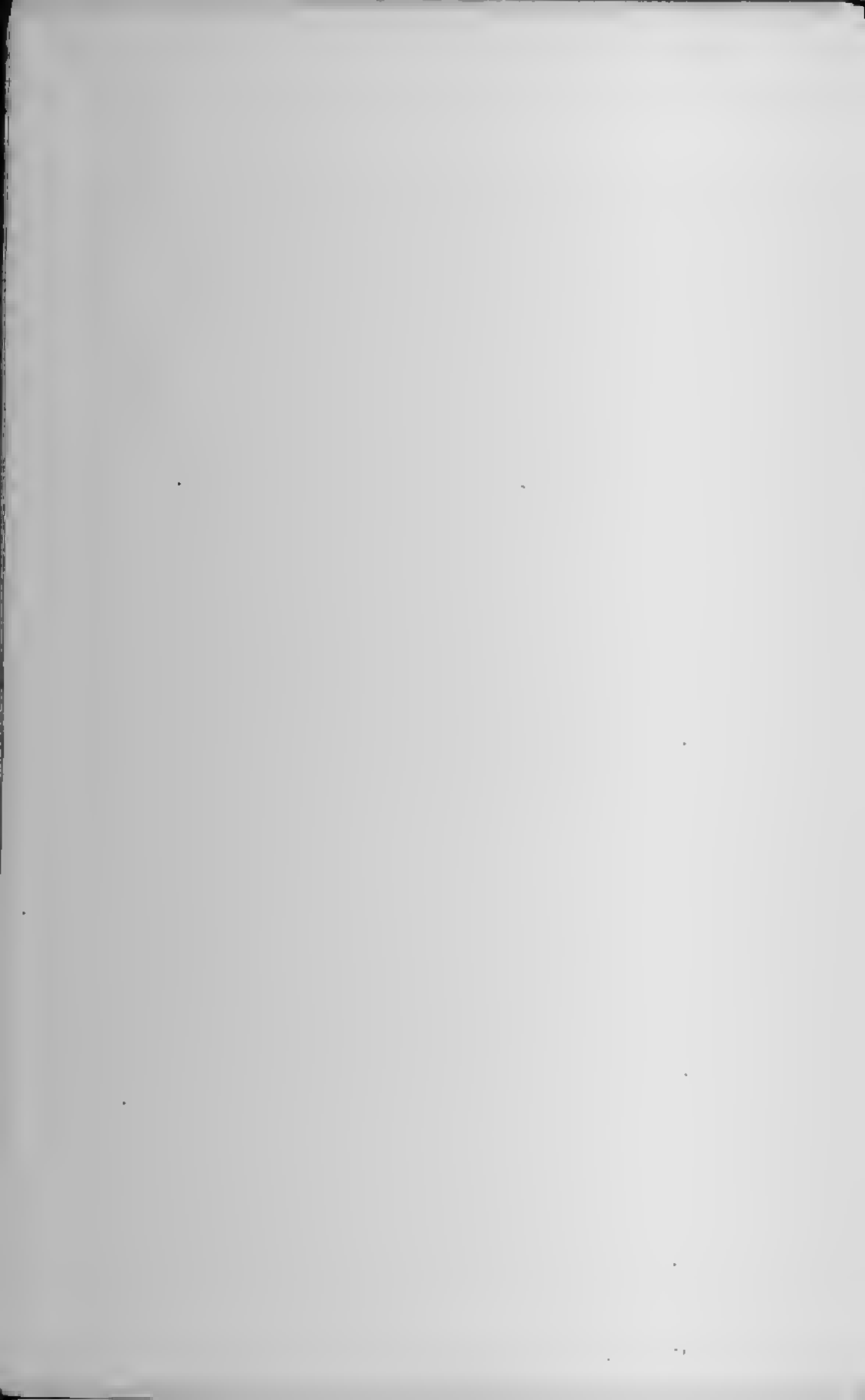
Peaches, Pears and Guavas.

VEGETABLES.

Beans, Beets, Cauliflowers, Okra, Tomatoes, Squash, Potatoes (Irish and Sweet), Green Peas, Eggplants, Turnips, Green Corn, Asparagus, Radishes, Lettuce, Onions, Cabbage, Kale, Cantaloupes and like articles.

In standard crates of 50 pounds.

Barrels or barrel crates donble the crate rate.



DISTANCE TABLES.

DISTANCE TABLES.

ATLANTIC COAST LINE RAILWAY.

Jacksonville to Port Tampa.

Jacksonville	0.	Denver	77.5	Kissimmee	166.0
Edgewood	3.6	Hammond	81.2	Campbell	170.0
Youkon	9.4	Seville	83.4	Loughman	177.1
Orange Park	14.0	Pierson	89.1	Davenport	182.2
Doctor's Inlet	20.4	Eldridge	91.5	Haines City	187.0
Russell	23.9	Barberville	93.8	Bartow Junction	193.7
Magnolia Springs	28.3	De Leon Springs	99.0	Auburndale	198.0
Green Cove Springs	29.8	Glenwood	102.2	Carter's	203.2
Walkill	33.3	DeLand Junction	107.2	Lakeland	208.6
West Tocol	40.2	Orange City Junction	112.3	Winston	212.7
Bostwick	45.7	Enterprise Junction	118.1	Youman's	215.7
Teasdale	48.6	Monroe	121.0	Plant City	219.1
Pecan	51.6	Sanford Junction	124.3	Dover	225.3
Palatka	54.9	Sanford	125.0	Seffner	228.7
Lundy	57.3	Lake Mary	130.8	Orient	235.0
Buffalo Bluff	62.1	Longwood	135.4	Thonotosassa Jct.	237.9
Satsuma	63.9	Altamonte Springs	138.3	Ybor City	239.1
Sisco	67.0	Maitland	140.9	Tampa	240.6
Pomona	69.4	Winter Park	143.4	Carlów	241.4
Como	71.0	Orlando	148.2	Dewey	244.9
Huntington	71.2	Smithville	155.6	Port Tampa City	247.9
Crescent City Jct.	77.0	Connelly	160.2	Port Tampa	249.6

ATLANTIC COAST LINE RAILWAY—Continued.

Jacksonville to Jesup.

Jacksonville	0.0	Ralliff	14.7	Andrews	33.9
Moncrief	3.5	Callahan	19.7	Bologne	37.3
Picket	5.5	Dyal	24.3	Folkston, Ga.	41.5
Dinsmore	9.6	Hillard	29.9	Jesup, Ga.	96.0

Jacksonville to St. Petersburg.

Jacksonville	0.0	Rochelle	93.5	St. Catherine	183.3
Moncrief	3.5	Micanopy Jet.	99.1	Croom /.....	189.2
Cambon	9.3	Evinston	101.7	Rital	194.1
Cash Point	14.1	McIntosh	104.6	Trilby	198.3
Baldwin	19.2	Orange Lake	106.1	Blanton	203.2
McPherson	26.8	Proctor	107.0	San Antonio	209.3
Bessent	30.8	Reddick	110.5	Pasco	213.0
Sapp	37.8	Lowell	113.4	Ehren	221.5
Ellerbe	41.7	Martin	116.6	Odessa	231.8
Ralford	44.8	Kendrick	119.6	Keystone Park	235.5
Rylander	47.1	Ocala Junction	124.2	Tarpon Springs	242.4
Lake Butler	51.9	Ocala	125.1	Sutherland	247.9
Hiers	58.8	Cornell	131.3	Ozona	248.6
Santa Fe	63.9	Candler	138.6	Dunedin	252.7
Hainsworth	68.2	Weirssdale /.....	146.6	Clear Water	255.9
Burnett's Lake	70.8	Lady Lake	151.3	Bellair	256.9
Hague	74.1	Leesburg	159.0	Largo	259.5
Paradise	80.4	Okahumpka	164.5	Cross Bayou	264.3
Gainesville	84.5	Center Hill	173.6	Lellman	268.4
Kelley's Mill	91.8	Webster	178.2	St. Petersburg	273.6

Jacksonville to Wilcox.

Jacksonville	0.0	West Alachua	72.5	Tyler	93.9
Baldwin	19.2	Cadillac	77.0	Trenton	98.1
Lake Butler	51.9	Komoko	82.1	Wilcox	104.5
Burnett's Lake.....	70.8	New Berry	84.6		

Lakeland to Waycross.

Lakeland	0.0	Dunnellon	80.8	Lake City Junction	152.4
Kathleen	7.6	Juliette	85.3	Hildredth	156.1
Stokes	11.5	Romeo	92.5	Branford	163.2
Millard	15.6	Morristown	97.6	O'Brien	168.7
Richland	20.8	Montbrook	101.3	McAlpin	175.6
Dade City	27.5	Williston	105.5	Pine Mount	177.3
Trilby	34.0	Gun	108.0	Padlock	182.1
Rital	38.2	Raleigh	109.4	Live Oak	186.8
Croom	43.1	Eve	112.6	North Live Oak	187.8
Istachatta	49.1	Archer	117.2	Suwannee	193.8
Floral City	56.0	Half Moon	122.6	Marion	197.5
Inverness	62.8	Newberry	127.0	Jasper	202.9
Hernando	68.3	Lexington	129.4	Baker's Mill	206.9
Holder	73.6	Clark	135.2	Haylow, Ga.	224.2
Elliston	75.9	High Springs	140.2	Dupont Jct., Ga.	235.1
Gulf Junction	79.3	Fort White	149.5	Waycross, Ga.	270.0

High Springs to Burnett's Lake.

High Springs	0.0	Alachua	7.6	Burnett's Lake	9.3
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ATLANTIC COAST LINE RAILWAY—Continued.

Lakeland to Fort Myers.

Lakeland	0.0	Torrey	33.7	Fort Ogden	72.6
Pauway	4.2	Wauchula	38.1	Cleveland	82.2
Haskell	7.5	Zolfo	42.1	Punta Gordo	86.0
Bartow	13.0	Moffitt	45.6	Acllne	90.2
Homeland	19.2	Buchanan	48.4	Gilchrist	99.1
Fort Meade	23.9	Gardner	52.5	Samville ..	106.8
Whidden Creek	26.4	Brownville	56.0	Tice	109.8
Jane Jay	28.4	Arcadia	62.0	Fort Myers	114.0
Bowling Green	31.7	Nocatee	66.0		

Ocala to Homosassa.

Ocala	0.0	Leroy	14.7	Gulf Junction	28.0
Ocala Junction	0.9	Rock Springs	18.7	Cltronelle.	35.0
Martel	8.9	Juliette	22.0	Crystal	40.5
York	12.4	Dunellon	26.5	Homosassa	49.9

Sanford to Trilby.

Sanford	0.0	Palm Springs	13.2	Oakland	32.1
Sanford Junction	0.8	Forest City	15.9	Mineoua	41.1
New Upsala	2.8	Lakeville	20.4	Clermont	42.7
Twin Lakes	3.8	Clarcona	22.3	Mascotte	42.0
Paola Junction	5.3	Fullers	26.0	Linden	61.2
Pine Crest	6.1	Crown Point	27.2	Tarrytown	62.4
Island Lake	7.6	Winter Garden	29.4	Riverland	67.7
Glen Ethel	10.0	Tildenville	30.9	Trilby	73.7

Sanford to Astor.

Sanford	0.0	Tufts	8.8	Tavares.	29.3
Sanford Junction	0.8	Ethel	10.8	Eustis	33.8
New Upsala	2.3	Cassia	12.8	Fort Mason.	35.7
Twin Lakes	3.8	Wayland	15.4	Umatilla	39.8
Paola Junction	5.3	Lovejoy's Mill	16.8	Altoona	42.9
Paola	5.8	Sorrento	18.4	Pittman	45.0
Markham	7.8	Mount Dora	23.9	Astor	60.5

Sanford to Lake Charm.

Sanford	0.0	Rutledge	5.0	Oviedo	17.0
Sanford Junction	0.8	Clydes	7.4	Lake Charm	18.4
Fort Reed	3.2	Clifton	12.0		

Leesburg to Fort Mason.

Leesburg	0.0	Lisbon	8.5	Fort Mason	13.8
Orange Bend	7.4	Grand Island	12.0		

Tavares to Lane Park.

Tavares	0.0	Lane Park	3.0		
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DeLand Junction and DeLand.

De Land Junction.....	0.0	Stetson	2.1	De Land	4.0
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ATLANTIC COAST LINE RAILWAY—Continued.

Kissimmee to East Apopka.

Kissimmee	0.0	Windemere	18.0	Apopka	33.0
Shingle Creek	3.0	Gotha	21.0	East Apopka	34.0
McLane's	5.0	Ocoee	24.0		
Waco	17.0	Clarcona	29.0		

Kissimmee to Narcoossee.

Kissimmee	0.0	St. Cloud Junction	6.1	Runnymede	12.8
Carolina	4.5	Peento	11.0	Narcoossee	14.4

Bartow Junction to Bartow.

Bartow Junction	0.0	Eagle Lake	9.0	Bartow	16.7
Florence Villa	3.5	Excelsior Park	13.2		
Winter Haven	5.0	Lordsburgville	12.0		

Winston to Tiger Bay.

Winston	0.0	Mulberry	10.8	Phosphoria X	20.5
Medulla	6.0	Pierce	13.8	Agricola	22.0
Christina	7.5	Pebbledale	15.0	Tiger Bay	25.9
Bone Valley Junction	8.8	Green Bay	17.6		

Thonotosassa Junc. to Thonotosassa.

Thonotosassa Junction	0.0	Hillshoro	7.0	Thonotosassa	11.0
Idlewild Park	5.5	Harney	8.5		

Croom to Brooksville.

Croom	0.0	Brooksville	10.0		
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Palatka to Rochelle.

Palatka	0.0	Interlachen	16.6	Rochelle.	38.9
Francis	4.4	Edgar	21.2		
Hollister	11.5	Hawthorne	30.0		

Micanopy Junction to Tacoma.

Micanopy Junc.....	0.0	Micanopy	3.4	Tacoma	8.4
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Proctor to Citra.

Proctor	0.0	Citra	6.1		
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Lake City to Lake City Junction.

Lake City	0.0	Drews	19.7	Lake City Junction	18.7
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Monticello to Thomasville.

Monticello	0.0	Metcalf	14.0	Thomasville, Ga.....	24.0
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River Junction to Climax.

River Junction	0.0	Fowltown, Ga.....	21.6		
Faverville, Ga.....	14.9	Climax	30.3		

SEABOARD AIR LINE RAILWAY.

From Jacksonville to River Junction.

Jacksonville	0.0	Watertown	56.5	Aucilla	130.9
Marletta	6.8	Lake City	58.9	Drifton	138.3
White House	10.4	Ogden	64.4	Braswell	140.7
Millerton	13.2	Welborn	70.3	Lloyd	147.3
Baldwin	18.3	Houston	75.7	Chaires	153.8
Mattox	22.3	Live Oak	81.1	Tallahassee	163.3
McClenny	27.2	Falmouth	91.1	Ocklocknee	173.7
Glen St. Mary	29.6	Ellaville	94.6	Midway	177.4
Drake	32.2	Lee	102.2	Quincy	189.3
Sanderson	36.6	West Farm	104.4	Gretna	194.6
Woodstock	38.8	Madison	109.7	Mt. Pleasant	197.9
Olustee	46.5	Champaign	114.8	Jamison	200.8
Mt. Carrie	51.0	Greenville	123.5	River Junction	207.9

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Jacksonville to Tampa.

Jacksonville	0.0	Anthony	91.5	Lacoochee	156.2
Baldwin	18.3	Oak	95.1	Owensboro	157.9
Flitton	21.8	Silver Springs Jct.	97.4	Dade City	163.9
Maxville	25.9	Silver Springs	99.3	Pasadena	166.4
Highland	32.4	Ocala	101.1	Phelps	170.3
Lawtey	37.4	Santos	108.9	Greer	171.3
Starke	44.3	Bellevue	112.8	Abbott	173.5
Hampton	50.5	Summerfield	116.8	Knights	184.9
Waldo	55.9	Dallas	119.4	Plant City	189.0
Orange Heights	61.1	Oxford	122.5	Turkey Creek	193.8
Campville	65.1	Wildwood	127.1	Sidney	195.5

211 7
163.9

77.8

17.5
17.5

Hawthorne	70.1	Coleman	131.7	Valrico	198.5
Lochloosa	76.5	Panasofkee	135.1	Brandon	200.8
Island Grove	80.1	Edenfield	140.0	Limona	201.8
Cltra	82.6	Bushnell	141.8	Ybor City	210.1
Meadows	85.1	St. Catherine	145.7	Tampa	211.7
Sparr	88.2	Terrell	149.9		

Jacksonville to Savannah.

Jacksonville	0.0	Tisonla	16.4	Evergreen	30.0
F. & J. Junction	3.6	Hedges	21.2	Savannah, Ga.	137.2
Panama	6.1	Yulee	23.5		
Duval	13.3	Becker	27.4		

Fernandina to Baldwin.

Fernandina	0.0	Italla	19.0	Inglehome	38.5
O'Neill	6.0	Callahan	27.0	Brandy Branch	40.8
Lofton	8.5	Crawford	31.6	Baldwin	47.0
Yulee	12.0	Dahoma	34.8		
Willson	14.0	Verdie	36.6		

Waldo to Cedar Key.

Waldo	0.0	Kanapaha	21.3	Otter Creek	49.6
Millican	3.4	Palmer	24.2	Ellzey	51.2
Fairbanks	7.1	Archer	28.5	Wylly	59.3
Gainesville	14.0	Albion	33.5	Rosewood	60.7
Daysville	17.6	Meredith	34.7	Sumner	63.2
Hammock Ridge	18.7	Bronson	37.8	Luckens	68.1
Arredondo	19.9	Lennon	43.8	Cedar Keys	70.9

SEABOARD AIR LINE RAILWAY—Continued.

Starke to Wannee.

Starke	0.0	LaCrosse	20.5	Arno	33.4
Sampson Junction	7.1	Getzens	21.3	Clarke	36.3
Walnrights	8.3	Hainsworth	23.8	Neals	41.9
Clayno	10.9	Burnett's Lake	26.4	Williford	47.1
Atlantic	13.4	A. C. L. Junction	27.0	Bell	51.9
Brooker	15.2	Alacbua	28.1	Wannee	57.3
Thomasville	17.0	Hodges	30.9		

Archer to Early Bird.

Archer	0.0	Gunnells	9.0	Morrison	19.4
Eve	4.4	Williston	11.5	Standard	24.3
Raleigh	7.6	Montbrook	15.7	Early Bird	27.1

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Wildwood to Orlando.

Wildwood	0.0	Eldorado	15.3	Plymouth	37.9
Orange Home	3.1	Tavares	22.3	Apopka	41.2
Sprinks	5.6	Ellsworth Junction	25.9	Piedmont	43.8
Whitney	7.5	Victoria	30.1	Toronto	45.2
Montclair	9.0	Wallings	31.0	Lockhart	47.2
Leesburg	11.4	Gainesboro	32.3	Fairvilla	50.6
Sunnyside	13.9	Zellwood	33.9	Modello Park	51.3
Sadie	14.6	McDonald	36.2	Orlando	54.0

Orlando to Lake Charm.

Orlando	0.0	Winter Park	4.8	Oviedo	15.4
Rowena	2.1	Golden Rod	9.3	Lake Charm	16.6
College Station	4.4	Gabriella	10.4		

Turkey Creek to Sarasota.

Turkey Creek	3.0	Eric	35.6	Manatee	44.1
Durant	5.0	Terra Ceia Junction	39.0	Bradentown Junction	44.4
Boyette	11.1	Terra Ceia	44.4	Bradentown	45.4
Balm	16.4	Ellenton Junction	41.1	Oneco	48.7
Wimauma	20.2	Ellenton	41.9	Sarasota	55.7
Willow	25.9	Palmetto Junction	42.2	Fruitville	59.5
Parish	32.0	Palmetto	43.4		

Plant City to Nichols.

Plant City	0.0	Hopewell	6.4	Welcome	13.0
Coronet Junction	2.2	Alafia	8.5	Edison	13.2
Coronet	3.5	Keysville	10.4	Nichols	15.6
Trapnell	4.2	Keysville Junction	10.9		

Tallahassee to St. Marks.

Tallahassee	0.0	Ferrell	10.1	St. Marks	20.7
Lutterloh 'Spur	8.4	Vareen	12.7		
Woodville	9.5	Wakulla	15.2		

SEABOARD AIR LINE RAILWAY.—Continued.

Tallahassee to Covington.

Tallahassee	0.0	Walton	12.9	Covington	32.3
St. Marks Junction	2.9	Wacissa	21.3		
Corey	10.3	Leonton	23.6		

Drifton to Monticello.

Drifton	0.0	Monticello	4.4		
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GEORGIA SOUTHERN AND FLORIDA RAILWAY.

Palatka to Valdosta.

Palatka	0.0	Theresa	31.8	Suwannee Valley	82.8
A. C. L. Junction	1.0	Hampton	36.4	White Springs	86.3
Woodbine	8.0	Sampson City	42.1	Winn	89.7
Carraway	10.6	New River	46.8	Genoa	93.2
Baywood	13.8	Lake Butler	53.1	Jasper	103.8
Florahome	16.9	Guilford	58.1	Avoca	109.9
Grandin	18.9	Lula	63.7	Jennings	115.3
Putnam Hall	21.5	Jefferson	67.0	Melrose, Ga.	118.8
Lake Geneva	26.1	Lake City	74.4	Valdosta, Ga.	134.4
Brooklyn	28.2	Winfield	80.0		

Jacksonville to Macon.

Jacksonville	0.0	Kent	22.7	Ewing	56.2
J. & S. W. Crossing	3.6	St. George	27.5	Valdosta, Ga.	110.1
Hoyt	5.1	Clarking	31.3	Tifton, Ga.	156.6
King's Grqve	7.5	Moniac	38.6	Macon, Ga.	261.8
Plummer	11.4	Baxter	39.1		
Crawford	17.7	Eddy	45.6		

TAMPA & JACKSONVILLE RAILWAY.

Sampson City	0.0	Cannon's	24.5	Simonton	39.9
Graham	4.5	Rocky Point	25.7	Hickman	41.5
Cyril	7.0	Wacahoota	29.3	Southside	42.4
Bellamy	11.5	Glyatts	32.6	Dungarvin	43.4
Elithorpe	16.0	Kirkwood	33.3	Irvine	45.0
A. C. L. Crossing	19.0	Tacoma	34.4	Fort Drane	46.3
Galvesville	20.0	Micanopy	36.7	Fairfield	48.0
S. A. L. Crossing	20.3	Tuscawilla	39.2		

FLORIDA RAILWAY.

Live Oak	0.0	Suwannee River	16.6	Askold	36.7
Nebo	6.0	Norwood	19.4	Charlton	39.2
Lanier Siding	10.0	Mayo	22.6	Keene	43.1
Kirkland	12.4	Alton	25.1	Fenholloway	46.1
Willmarth	16.0	San Pedro	26.1	Denamrk	49.7
Luraville	20.5	Salt Road	28.0	Perry	52.0

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LIVE OAK, PERRY & GULF RAILROAD.

Live Oak	0.0	Dowling Park	17.0	Smith	33.0
S. A. L. Crossing	1.0	Chancey	18.0	Fenholloway	38.0
Starr	6.5	Mayo Junction	20.7	Florida Ry. Crossing	39.0
Mercer	8.5	Day	22.0	Blue Creek Junction	40.0
Platt	10.0	Silo	25.0	Perry	44.0
Lancaster	14.0	Townsend	28.0	Hampton Springs	49.0

LIVE OAK, PERRY & GULF RAILROAD.—Continued.

Mayo Branch.

Mayo Junction	0.0	Petersson	8.3	Alton	14.3
Dell	4.8	Mayo	12.0		

LOUISVILLE & NASHVILLE.

Pensacola Division.

Pensacola	0.0	Quintette	19.0	McDavid	34.0
Goulding	3.0	Molino	23.0	Thrft's	36.0
Moses	3.0	Norlagga	24.0	Bluff Springs	39.0
Brent	4.0	Dolores	25.0	Vlsscher's	39.0
Olive	7.0	Barth	26.0	Pringle	41.0
Roberts	12.0	McMillan	27.0	Century	42.0
Gonzales	13.0	Pine Barren	28.0	Flomaton, Ala.....	43.5
Cantonment	15.0	Jacobi	30.0		
Cottage Hill	17.0	Milner	34.0		

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P. & A. Division.

Pensacola	0.0	Griffiths	46.0	Bonifay	107.9
Marine Dock	1.0	Crestview	50.0	Euterpe	108.0
Magnolia Bluff	2.0	Cinco	51.0	Hagerman	112.0
Bohemla	6.0	Deerland	59.0	Pinney Grove	113.0
Sand Bluff	6.0	Claroy	61.0	Chiple	116.0
✓ Gulf Point	7.0	Ginsburg	63.0	Colskey	116.0
Ynlestra	8.0	Mossy Head	66.0	Macon	118.0
Renson	8.0	Gradan	70.0	Aycock	122.0

full

Escambia	9.0	Bear Head	72.0	Cotton dale	128.0
Mulat	12.0	Danzig	72.0	Simla	128.0
Harp	14.0	Pintado	74.0	Fairygrounds	135.0
Galt City	17.0	Tervin	78.0	Marianna	135.0
Bagdad Junction	18.0	Dixon's	79.0	Lulaton	137.0
Milton	19.0	DeFuniak Springs	79.0	Lorena	140.0
Bayou Sliding	20.0	Argyle	83.0	Criglar	142.0
Good Range	29.0	Ponce de Leon	90.0	Cypress	146.0
Kenneth	35.0	Valle	93.0	Grand Ridge	149.0
Holts	38.0	Gelder	96.0	Inwood	152.0
Galliver	40.0	Westville	97.0	Snead's	155.0
Hamm	41.0	Caryville	99.0	Chattahoochee River Ldgs.	159.0
Milligan	46.0	Long Pine	103.0	River Junction	161.0

Yellow River Branch.

Crestview	0.	Pineway	13.54	Cowans	19.88
Auburn	3.33	Falco Junction	14.61	Svea	20.82
Caledonia	8.49	Williamson	15.03	Hoogstraet	21.50
Campton	10.01	Laurel Hill	16.50	Florida, Ala.	26.35

Alabama Division.

Graceville	0.0	Norna	6.7	Georgiana, Ala	100.1
Eleanor	3.0	High Note	11.6	Montgoemry, Ala.	159.4

APALACHICOLA NORTHERN RAILROAD.

River Junction	0.0	Guest	17.1	Sumatra	55.7
Dolan	7.9	Horsford	25.6	Beverly	67.3
Greensboro	12.6	Evans	29.3	Apalachicola	80.0
Juniper	14.4	Trump	33.9		

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146
3

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ATLANTA & ST. ANDREWS BAY RAILWAY.

Panama City	0.0	Spaun's Siding	31.0	Wetchton	57.0
Mill Bayou	8.0	Compass Lake	37.0	Jacobs	59.0
Bear Creek	19.0	Round Lake	42.0	Campbellton's	63.0
Yonugstown	22.0	Alfords	45.0	State Line	67.0
German American	25.0	Steele City	47.0	Dothan, Ala.	83.0
Fountain	30.0	Cottondale	52.0		

GEORGIA, FLORIDA & ALABAMA RAILWAY.

Carrabelle	0.0	Arron	29.0	Lake Jackson	59.0
Lanark	5.0	Baker Mill	31.0	Gibson	62.0
Macintyre	13.0	Hilliardville	36.0	Havana	67.0
Curtis Mills	16.0	Spring Hill	40.0	Hinsdon	68.0
Sopehoppy	19.0	S. A. L. Junction	49.0	Bainbridge, Ga.	90.0
Ashmore	21.0	Tallahassee	50.0	Arlington, Ga.	129.0
Millgrove	26.0	Saxon	54.0	Cutbber, Ga.	156.0

Quincy Branch..

Havana	0.0	Littman	7.0	Quincy	11.0
Florence	5.0	Cory	9.0		

FLORIDA CENTRAL RAILROAD.

Vereen	0.0	Fanlew	12.0	Copeland	40.0
Tims	1.0	Cody	19.0	Stringer	41.0
Plank Road	4.0	Mays	25.0	Elmer	42.0
Wooten's Mill	6.0	Wadesboro	29.0	Thomasville, Ga.	59.0
Morgan	9.0	Mccosoukee	36.0		
Presbyter	10.0	Yarbrough	38.0		

SOUTH GEORGIA RAILWAY.

Perry	0.0	Sirmans	17.0	Lovett	38.0
Boyd	6.0	Greenville	26.0	Quiltman	49.0
Lake Bird	10.0	Dennett	31.0	Adel	77.0
Shady Grove	12.0	Maysland	35.0		

GREENVILLE SOUTHERN RAILWAY.

Greenville	0.0	Fowler	2.0	Myrick	5.0
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TAMPA NORTHERN RAILROAD.

Tampa to Brooksville.

Tampa	0.0	Nowatney	10.4	Loyce	33.3
Ybor City	1.1	Stemper	14.6	Enville Junction	39.2
A. C. L. Crossing	2.1	Denham	18.6	Enville	39.7
Garytown	2.3	A. C. L. Crossing	22.0	Rural	43.7
Hardee	5.4	Drexel	22.1	Wiscon Junction	46.7
Flora	8.3	Flvay Junction	28.5	Brooksville	49.7

BROOKSVILLE & HUDSON RAILROAD.

Enville Junction	0.0	Needmore	12.0	Riggins	16.0
Enville	1.0	Flvay Junction	16.0	Hudson	18.0
Sagano	8.0	Flvay	19.0	Port Richey	22.0

Wiscon Junction to Took Lake.

Wiscon Junction	0.0	Norman	6.0	Took Lake	10.0
Wiscon	3.0	Freeman	8.0		

CHARLOTTE HARBOR AND NORTHERN RAILWAY.

Arcadia	0.0	Boguess Landing	13.0	Boca Grande	50.0
Nocatee	4.0	Platt	15.0	Golden Gate	51.0
Hull	9.0	Charlotte	25.0	South Dock	52.0
Fort Ogden	12.0	McCall	34.0		
Liverpool	8.0	Piacida	42.0		

GEORGIA & FLORIDA RAILWAY.

Madison	0.0	Pinetta	11.0	Valdosta	28.6
Hanson	7.8	Olympia	15.1		

PENSACOLA & PERDIDO RAILROAD.

Pensacola	0.0	Millview Junction	6.29	Millview	7.29
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PENSACOLA, ALABAMA & TENNESSEE RAILROAD.

Millview Junction	0.0	Klondyke	6.3	Muscogee.	15.3
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FLORIDA EAST COAST RAILWAY.

Jacksonville to Knight's Key Dock.

Jacksonville	0.0	City Point	169.3	Boca Ralone	324.6
South Jacksonville	1.3	Cocoa	173.1	Deerfield	327.0
Bowden	5.0	Rockledge	174.7	Pompano	333.1
Nesbitt	9.3	Bonaventure	179.4	Colobatchee	338.3
Greenland	12.8	Plineda	182.7	Fort Lauderdale	341.2
Bayard	15.3	Eau Gallie	189.8	Dania	345.9
Durbin	20.6	Sarno	190.4	Hallandale	350.6
Woodland	24.2	Milbourne	194.2	Ojus	353.4
Sampson	27.3	Tillman	197.4	Fulford	354.7
Magnolia Grove	31.4	Malabar	199.9	Arch Creek	357.4
Baker Sliding	34.8	Valkaria	203.0	Biscayne	359.0
St. Augustine	36.7	Grant	205.5	Little River	360.6
Dean Sliding	37.1	Mico	208.6	Lemon City	361.8
Hurds	44.2	Roseland	212.4	Buena Vista	363.2
Elkton	47.1	Sebastian	214.5	Miami	365.6
Armstrong	49.0	Wabasso	219.3	Cocoanut Grove	370.9
Holy Branch	51.1	Quay	221.9	Larkin	373.7
Hastings	53.7	Gifford	225.5	Kendal	376.4
Orange Mills	57.3	Vero	227.8	Benson	378.6
East Palatka	61.5	Oslo	231.1	Keys	379.0
San Mateo Junction	62.8	Viking	234.6	Rockdale	380.2
Yelvington	66.6	St. Lucie	238.9	Perrine	381.6
Roy	68.8	Ft. Pierce	241.5	Peters	382.5
Dinner Island	76.4	White City	246.4	Goulds	385.8
Neoga	80.3	Eldred	247.2	Black Point	386.7
Espanola	82.3	Ankono	249.0	Princeton	387.8
Bunnell	86.6	Walton	252.4	Naranja	389.3
Dupont	90.1	Yamoto	321.3	Modello	391.5

FLORIDA EAST COAST RAILWAY—Continued.

Jacksonville to Knights Key Dock—Continued.

Harwood	97.6	Eden	254.4	Homeslead	393.9
Tomoka	101.2	Ruxton	254.9	Wooddall Sidlag	401.3
Ormond Hotels	105.5	Jensen	256.7	Manatee	408.3
Ormond	104.2	Rio	258.8	Jew Flsh	415.4
Holly Hill	107.0	Gosling	260.5	Key Largo	417.1
Daytona	109.8	Stuart	261.2	Rock Harbor	424.3
Blake	112.5	Aberdeen	266.3	Tavernler	430.8
Port Orange	114.7	Fruita	268.7	Plantallon	434.5
Spruce Creek	119.3	Gomes	272.2	Quarry	438.2
Turnbull Bay	121.3	Hobe Sound	274.7	Islamorada	439.9
New Smyrna	124.6	Likely	277.8	Central Supply	443.6
Hawk's Park	127.1	West Jupiter	282.8	Midway	447.6
Hucomer	131.0	Prairie	290.5	Dodge	449.2
Oak Hill	136.4	Riverla	295.3	Crescent	455.0
Lyrata	143.2	West Palm Beach	299.0	Long Key	457.2
East Mims	150.4	Royal Ponciana	300.0	Grassy	463.9
Titusville	154.4	Breakers	300.1	Vaca	470.8
Pritchards	157.7	Lantana	308.3	Marathon	474.2
Deleapine	162.6	Hypoluxo	309.4	Knlight's Key Dock	476.8
Frontenac	165.4	Boynton	312.3		
Sharpes	167.7	Delray	316.9		

New Smyrna to Orange City Junction.

New Smyrna	0.0	Indian Spring	9.9	Twin Oaks	24.0
Glencoe	3.1	Rogers	15.4	Orange City	25.5
Briggsville	7.2	Lake Helen	20.5	Orange City Junction	27.4

Titusville to Sanford.

Titusville	0.0	Aurantia	9.3	Garfield	33.6
Lagrange	2.1	Maytown	16.4	Enterprise	36.2
Mims	4.3	Cow Creek	21.2	Enterprise Junction	40.1
Turnbull	8.0	Kalamazoo	26.8	Sanford	47.4
Turnbull Junction	8.5	Osteen	29.3		

South Jacksonville to Mayport.

South Jacksonville	0.0	San Pablo	13.3	Burnside Beach	21.7
St. Nicholas	1.4	Pablo Beach	16.0	East Mayport	22.6
Springs Glen	2.8	Casllens	17.4	Mayport	24.1
Hogan	4.7	Atlantic Beach	19.0		
Center Park	9.4	Manhattan Beach	21.3		

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East Palatka to San Mateo.

East Palatka	0.0	Howard's Ridge	2.5		
San Mateo Junction	1.3	San Mateo	4.0		

East Palatka to Palatka.

East Palatka	0.0	Water Street, Palatka	2.0	Palatka Union Station	2.6
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STATISTICS

MILEAGE OF RAILROADS IN FLORIDA.

RAILROADS REPORTING.	Miles of Main Line	Miles Yard Track & Sidings	Miles of Branches & Spurs	Line Operated Under Lease	Lines Operated Under Contract, Etc.	Lines Operated Under Trackage Rights	Total Mileage Operated
Apalachicola Northern	79.02	3.45	.....	.....	.....	.....	79.02
Atlanta & St. Andrews Bay	66.00	.50	.....	.....	.....	.....	66.00
Atlantic Coast Line	878.16	248.31	491.80	27.79	.....	22.21	1,419.96
Charlotte Harbor Northern	48.55	4.45	10.25	.....	.....	.....	58.80
Florida Central	34.10	.70	.....	11.50	.....	.....	45.60
Florida East Coast	477.60	85.33	106.47	.....	.....	.....	584.07
Florida West Shore (Branch S. A. L.)	56.99	8.42	9.03	4.33	.....	.....	70.35
Florida Railway	52.00	2.00	7.00	.....	.....	.....	59.00
Georgia, Florida & Alabama	73.07	.....	11.30	.....	.....	.....	84.37
Georgia and Florida	14.00	.....	.....	.....	.....	.....	14.00
Georgia Southern & Florida	391.61	78.06	.....	.....	.....	3.39	395.00
Greenville Southern	5.00	.....	.....	.....	.....	.....	5.00
Live Oak, Perry & Gulf	56.85	2.72	17.15	.....	.....	.....	74.00
Louisville & Nashville	216.74	49.35	28.70	.....	.94	.....	246.38
*Pensacola, Alabama & Tennessee .....	.....	.....	.....	.....	.....	.....	.....
*Pensacola & Perdido .....	.....	.....	.....	.....	.....	.....	.....
Plant City, Arcadia & Gulf	12.71	2.50	4.70	.....	.....	.42	17.83
St. Johns River Terminal Co.	5.99	11.13	.....	.....	.....	.....	5.99
Seaboard Air Line	746.31	145.23	7.68	.....	.....	.....	753.99
South Georgia	12.41	1.00	26.00	.....	.....	.....	38.41
Standard and Hernando	12.72	9.07	.....	11.95	.....	5.08	29.75
Tampa and Jacksonville	48.00	2.00	.....	.....	.....	.....	48.00
*Tampa Northern .....	.....	.....	.....	.....	.....	.....	.....
Tallahassee, Perry & Southeastern ..	38.83	1.40	38.83
*Tavares & Gulf
Total	3,326.66	655.62	720.08	55.57	.94	31.10	4,134.10

*No Report.

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SECTIONS
ONLY**

RECEIPTS FROM OPERATIONS FOR THE YEAR ENDING JUNE 30, 1908

RAILROADS REPORTING	Freight Revenue	Passenger Revenue	Excess Baggage Revenue	Parlor and Chair Car Revenue	Mail Revenue	Express Revenue	Other Passenger Train Revenue	Switching and Miscellaneous Revenue	Revenue From Operations Other Than Transportation	Total Operating Revenues
Apalachicola Northern	\$ 28,121.95	\$ 20,754.63	\$ 62.66	.....	\$ 2,042.21	\$ 1,642.20	\$	\$ 450.84	\$ 516.12	\$ 53,590.61
*Atlanta & St. Andrews Bay	25,721.17	22,937.08	.....	.....	950.79	45.80	.....	.....	.....	49,654.84
Atlantic Coast Line	3,338,217.67	1,579,339.79	13,390.66	.....	143,833.00	254,733.60	12,150.00	43,066.83	82,693.63	6,067,425.18
Charlotte Harbor & Northern	24,079.62	8,065.65	2.55	.....	1,015.31	.....	.....	.....	747.30	33,910.43
Florida Central (in operation only two months) .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Florida East Coast	1,373,213.83	1,065,181.87	6,609.23	87,074.78	75,817.75	274,183.82	33,181.74	30,941.67	62,141.74	3,008,346.43
Florida West Shore (Branch S. A. L.)	78,625.47	32,938.86	141.72	.....	4,359.63	7,270.01	.....	139.00	535.94	124,010.72
Florida Railway	43,714.96	15,381.74	.....	.....	.....	2,586.60	1,376.03	2.00	2,341.00	65,402.33
Georgia, Florida & Alabama	63,338.68	46,457.79	434.89	.....	3,230.24	3,467.30	.....	1,993.50	3,264.30	122,186.70
*Georgia & Florida	196,307.29	97,359.67	695.02	.....	5,600.72	2,276.98	.....	875.35	2,496.39	305,611.42
Georgia Southern & Florida	220,438.96	116,297.31	1,083.88	.....	14,092.96	19,446.21	86.23	1,531.35	1,982.53	374,959.43
Greenville Southern	3,499.09	.....	.....	.....	.....	.....	.....	.....	.....	3,499.09
Live Oak, Perry & Gulf	72,020.45	23,827.27	57.72	.....	1,833.83	775.00	.....	1,200.00	3,430.01	103,144.28
Louisville & Nashville	917,681.78	415,853.18	5,454.99	2,077.45	23,357.71	30,243.58	439.28	6,705.74	13,327.78	1,415,141.49
Pensacola, Alabama & Tennessee	18,707.89	412.05	.....	.....	.....	282.72	.....	.....	.....	19,402.06
Pensacola & Perdido	28,994.66	1,346.05	.....	.....	368.48	.....	.....	.....	.....	30,709.19
Plant City, Arcadia & Gulf (Branch S. A. L.)	42,101.28	2,562.28	.....	.....	43.10	.....	.....	.....	.....	44,708.66
Seaboard Air Line	2,118,025.47	1,079,827.02	9,722.72	6,674.25	60,811.57	149,983.38	.....	25,142.86	188,418.14	3,638,605.41
*St. Johns River Terminal Company .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
South Georgia	33,358.79	26,761.31	104.70	.....	1,337.76	426.14	.....	787.49	1,148.54	63,924.73
Standard & Hernando	142,827.59	1,625.30	.....	.....	.....	.....	.....	.....	.....	144,452.89
Tampa & Jacksonville	52,645.50	5,667.33	17.68	.....	2,300.58	8,712.47	.....	216.43	337.50	69,897.49
*Tampa Northern .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tallahassee Southeastern (Branch S. A. L.)	8,074.43	1,302.27	.90	.....	49.31	.....	.....	.....	.....	9,426.91
*Tavares & Gulf .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	\$9,429,716.53	\$4,563,898.45	\$ 37,779.32	\$ 95,826.48	\$ 341,044.95	\$ 756,075.81	\$ 47,233.28	\$ 113,053.06	\$ 363,380.92	\$15,748,008.89

*No Report.

****Entire Line.**

OPERATING EXPENSES OF RAILROADS IN FLORIDA DURING THE TWELVE MONTHS ENDING JUNE 30, 1908.

[illegible]

*No Report.

**Entire Line.

CAPITAL STOCK AND FUNDED DEBT OF RAILROADS IN FLORIDA JUNE 30, 1908.

RAILROADS REPORTING.	Miles Covered by Figures.	CAPITAL STOCK.				FUNDED DEBT.				TOTAL.	
		Total Par Value Outstanding.	ASSIGNMENT.			Total Par Value Outstanding.	ASSIGNMENT.			Amount Outstanding.	Amount per Mile for Road Owned.
			To Railways.	To Other Properties.	Amount of Line. per Mile		To Railways.	To Other Properties.	Amount per Mile of Line.		
Apalachicola Northern	79.02	\$ 3,000,000	\$ 1,800,000	\$ 1,200,000	\$ 22,779.00	\$ 2,000,000	\$ 1,200,000	\$ 800,000	\$ 15,186.00	\$ 5,000,000	\$ 37,965.00
**Atlanta & St. Andrews Bay.....	82.00	300,000	.....	.....	.....	850,000	.....	.....	.....	1,150,000	.....
**Atlantic Coast Line.....	4,273.37	50,134,200	50,134,200	.....	11,732.00	145,393,550	145,393,550	.....	34,023.00	195,527,750	45,755.00
Charlotte Harbor Northern.....	58.80	2,000,000	.....	.....	34,013.61	.....	.....	.....	.....	2,000,000	34,013.61
**Florida Central	47.10	50,000	50,000	.....	1,061.00	200,000	200,000	.....	4,246.00	250,000	5,307.00
Florida East Coast	584.07	1,000,000	1,000,000	.....	1,712.12	13,259,000	13,259,000	.....	22,701.05	14,259,000	24,413.17
Florida West Shore.....	66.02	500,000	500,000	.....	7,573.00	755,000	755,000	.....	11,436.00	1,255,000	19,009.00
Florida Railway	59.00	62,000	62,000	.....	1,050.84	238,000	238,000	.....	4,042.84	300,709	5,093.38
**Georgia, Florida & Alabama.....	168.30	350,000	350,000	.....	2,079.62	1,481,313	.....	.....	8,801.63	1,831,313	10,881.25
**Georgia & Florida	227.00	3,630,000	3,630,000	.....	15,991.00	2,705,000	2,705,000	.....	11,916.00	6,335,000	27,907.00
**Georgia Southern & Florida.....	391.61	3,768,000	3,768,000	.....	9,622.00	6,171,000	6,171,000	.....	15,758.00	9,939,000	25,380.00
Greenville Southern	5.00	10,800	10,800	.....	2,160.00	.....	.....	.....	.....	10,800	2,160.00
Live Oak, Perry & Gulf.....	74.00	600,000	.....	.....	8,108.00	370,000	.....	.....	5,000.00	970,000	13,108.00
**Louisville & Nashville.....	4,094.58	60,000,000	60,000,000	.....	14,653.00	184,849,500	184,849,500	.....	45,145.00	244,849,500	59,798.00
*Pensacola, Alabama & Tennessee.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
*Pensacola & Perdido.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	15.41	200,000	200,000	.....	11,488.00	.....	.....	.....	.....	200,000	11,488.00

*No Report.

**Entire Line.

OPERATING EXPENSES OF RAILROADS IN FLORIDA DURING THE TWELVE MONTHS ENDING JUNE 30, 1908.

RAILROADS REPORTING.	Mainten- ance of Way and Structures.	Mainten- ance of Equipment.	Traffic Expenses.	Transporta- tion Expenses.	General Expenses.	Total Operating Expenses.	Percentage of Operating Expenses to Gross Earnings
Apalachicola Northern	19,447.47	6,224.66	1,855.24	16,241.52	4,023.48	47,792.37	89.18
**Atlanta & St. Andrews Bay	19,570.93	1,288.28	3,281.96	22,557.79		46,698.96	94.04
Atlantic Coast Line	887,322.29	952,746.91	101,370.30	2,328,089.52	153,735.64	4,423,264.66	72.90
Charlotte Harbor Northern	15,367.45	6,180.88	1,867.43	19,054.95	15,985.52	58,456.23	172.38
Florida Central	1,824.30	341.02	340.46	1,573.75	377.43	4,456.96	66.06
Florida East Coast	619,989.51	486,762.81	84,974.27	1,091,783.67	103,574.35	2,387,084.61	79.34
Florida West Shore (S. A. L.)	49,539.12	3,498.20	5,816.86	52,331.28	1,141.60	112,327.06	79.34
Florida Railway	17,358.17	11,111.62	1,147.32	20,739.31	7,179.21	57,535.63	87.97
Georgia, Florida & Alabama	52,674.96	40,761.57	6,592.59	87,230.04	19,642.59	206,901.59	87.70
**Georgia & Florida	46,144.11	54,386.95	15,447.30	122,198.65	32,559.30	270,736.31	88.58
Georgia Southern & Florida	56,730.05	101,951.66	15,764.89	262,735.63	25,856.07	463,038.30	123.49
Greenville Southern	410.00	75.00		1,432.70	934.05	2,851.75	81.50
Live Oak, Perry & Gulf	18,473.01	17,467.18	2,537.73	33,549.80	7,931.07	79,958.79	77.52
Louisville & Nashville	317,024.66	249,406.14	32,252.96	530,169.67	28,513.75	1,157,367.18	81.78
Pensacola, Alabama & Tennessee	3,767.67	1,034.92		4,517.97	1,836.21	11,566.76	
Pensacola & Perdido	2,959.03	1,230.78		4,602.87	1,833.08	10,625.76	
Plant City, Arcadia & Gulf (S. A. L.)	11,330.98	4,494.33		14,020.05	658.10	30,503.46	68.23
St. Johns River Terminal Company	27,668.21	17,987.03		121,342.62	1,851.29	168,249.15	
Seaboard Air Line	491,349.00	507,046.25	15,754.67	1,430,995.66	136,828.60	2,722,474.18	74.82
South Georgia	20,030.72	11,976.20	1,100.47	24,593.00	4,766.29	61,876.68	70.69
Standard & Hernando	35,089.08	26,240.34		48,460.87	5,776.43	115,566.72	80.00
Tampa & Jacksonville	13,315.77	7,881.38	1,472.00	23,952.82	4,733.21	51,405.18	73.57
*Tampa Northern							
Tallahassee, Perry & Southeastern (S. A. L.)	5,093.23	1,292.13		4,000.84	125.20	10,511.40	108.83
*Tavares & Gulf							
Total	\$2,731,879.72	\$2,511,386.24	\$432,576.45	\$6,286,174.98	\$ 558,822.47	\$12,500,839.69	
*No Report.							
**Entire Line.							

CAPITAL STOCK AND FUNDED DEBT OF RAILROADS IN FLORIDA JUNE 30, 1908.

RAILROADS REPORTING.	Miles Covered by Figures.	CAPITAL STOCK.				FUNDED DEBT.				TOTAL.	
		Total Par Value Outstand- ing.	ASSIGNMENT.			Total Par Value Outstand- ing.	ASSIGNMENT.			Amount Outstand- ing.	Amount per Mile for Road Owned.
			To Rail- ways.	To Other Properties.	Amount of Line per Mile		To Rail- ways.	To Other Properties.	Amount per Mile of Line.		
Apalachicola Northern	79.02	\$ 3,000,000	\$ 1,800,000	\$ 1,200,000	\$ 22,779.00	\$ 2,000,000	\$ 1,200,000	\$ 800,000	\$ 15,186.00	\$ 5,000,000	\$ 37,965.00
**Atlanta & St. Andrews Bay	82.00	300,000				850,000				1,150,000	
**Atlantic Coast Line	4,273.37	50,134,200	50,134,200		11,732.00	145,393,550	145,393,550		34,023.00	195,527,750	45,755.00
Charlotte Harbor Northern	58.80	2,000,000			34,013.61					2,000,000	34,013.61
**Florida Central	47.10	50,000	50,000		1,061.00	200,000	200,000		4,246.00	250,000	5,307.00
Florida East Coast	584.07	1,000,000	1,000,000		1,712.12	13,259,000	13,259,000		22,701.05	14,259,000	24,413.17
Florida West Shore	66.02	500,000	500,000		7,573.00	755,000	755,000		11,436.00	1,255,000	19,009.00
Florida Railway	59.00	62,000	62,000		1,050.84	238,000	238,000		4,042.84	300,709	5,093.38
**Georgia, Florida & Alabama	168.30	350,000	350,000		2,079.62	1,481,313			8,801.63	1,831,313	10,881.25
**Georgia & Florida	227.00	3,630,000	3,630,000		15,991.00	2,705,000	2,705,000		11,916.00	6,335,000	27,907.00
**Georgia Southern & Florida	391.61	3,768,000	3,768,000		9,622.00	6,171,000	6,171,000		15,758.00	9,939,000	25,380.00
Greenville Southern	5.00	10,800	10,800		2,160.00					10,800	2,160.00
Live Oak, Perry & Gulf	74.00	600,000			8,108.00	370,000			5,000.00	970,000	13,108.00
**Louisville & Nashville	4,094.58	60,000,000	60,000,000		14,653.00	184,849,500	184,849,500		45,145.00	244,849,500	59,798.00
*Pensacola, Alabama & Tennessee											
*Pensacola & Perdido											
Plant City, Arcadia & Gulf	17.41	200,000	200,000		11,488.00					200,000	11,488.00
St. Johns River Terminal Company	5.99	100,000	100,000		16,694.00	1,200,000	1,200,000		200,000.00	1,300,000	217,023.00
**Seaboard Air Line	2,554.25	62,516,000	62,516,000		24,475.00	110,324,000	110,324,000		43,192.00	172,840,000	67,667.00
**South Georgia	51.00	58,000	58,000		1,137.00	193,000	193,000		3,784.00	251,000	4,921.00
Standard & Hernando	12.72	300,000	300,000		23,585.00					300,000	23,585.00
Tampa & Jacksonville	48.00	338,300	338,300		7,048.00	164,583	164,583		3,428.00	502,883	10,476.00
*Tampa Northern											
Tallahassee, Perry & Southeastern	30.39	307,500	307,500		10,119.00	315,000	315,000		10,365.00	622,500	20,484.00
*Tavares & Gulf											
*No Report.											
**Entire Line.											

COMPARISONS OF GROSS EARNINGS, OPERATING EXPENSES AND NET EARNINGS FROM OPERATION OF RAILROADS IN FLORIDA FOR THE TWO YEARS ENDING, RESPECTIVELY JUNE 30, 1907 AND JUNE 30, 1908.

RAILROADS REPORTING.	GROSS EARNINGS FROM OPERATIONS— ALL SOURCES.				OPERATING EXPENSES.				RESULTS FROM OPERATION			
	Year Ending June 30th, 1907	Year Ending June 30th, 1908	Increase for Latter Year	Decrease for Latter Year	Year Ending June 30th, 1907	Year Ending June 30th, 1908	Increase for Latter Year	Decrease for Latter Year	Year Ending June 30th, 1907		Year Ending June 30th, 1908.	
									Net Earnings	Deficit	Net Earnings	Deficit
Apalachicola Northern		\$ 53,590.61				\$ 47,792.37					\$ 5,798.24	
Atlanta & St. Andrews Bay		49,656.84				46,698.96						
Atlantic Coast Line	\$ 5,910,224.02	\$ 6,067,425.18	\$ 157,201.16		\$ 4,318,731.17	\$ 4,423,264.66	\$ 104,533.49		\$ 1,591,492.85		\$ 1,644,160.52	
Charlotte Harbor & Northern		33,910.43				58,456.23						\$ 24,545.80
*Florida Central		2,956,282.66				2,387,084.61						
Florida East Coast		3,008,346.43	52,063.77		2,251,797.77	2,387,084.61	135,286.84		704,484.89		621,261.82	
Florida West Shore (S. A. L. branch)		134,576.99		\$ 10,566.27	105,174.40	112,327.06	7,152.26		29,402.59		11,683.66	
Florida Railway		75,724.59		10,322.36	54,239.58	57,535.63	3,296.05		21,485.21		7,866.60	
Georgia, Florida & Alabama		136,265.94		14,079.24	126,414.07	206,901.75	80,487.68			\$ 68,249.98		84,715.05
Georgia & Florida		305,611.42				270,736.31					34,875.11	
Georgia Southern & Florida		374,959.43		61,749.45	504,958.86	463,038.30	41,920.56			68,249.98		88,078.87
Greenville Southern		3,499.09				2,851.75					647.33	
Live Oak, Perry & Gulf		130,502.53		27,358.25	117,077.24	79,958.79		37,118.45	13,425.29		23,185.49	
Louisville & Nashville		1,472,869.40		57,727.91	1,440,195.61	1,157,367.18		282,828.43	32,673.69		257,774.31	
Pensacola, Alabama & Tennessee		19,403.66				11,156.76					8,246.90	
Pensacola & Perdido		30,709.19				17,653.94					13,025.25	
Plant City, Arcadia & Gulf (S. A. L.)		29,798.61		14,909.12	15,739.95	30,503.46	14,763.51		14,058.66		14,204.27	
*St. Johns River Terminal Co.												
Seaboard Air Line		3,786,398.99		147,793.58	2,950,660.47	2,722,474.18		228,186.29	835,738.52		916,131.23	
South Georgia		67,295.21		3,370.48	69,534.96	61,876.68	1,341.72		6,760.25		2,048.05	
Standard & Hernando		109,027.70		35,425.19	92,744.71	115,566.72	22,822.01		16,272.99		28,886.17	
Tampa & Jacksonville		71,754.55		1,857.06	68,416.81	51,405.18		17,011.63	3,337.74		18,492.31	

REPORT OF DERAILMENTS AND WRECKS.

Atlantic Coast Line Railway.

Time of Wreck.			Date teleg. recd.	PLACE OF WRECK.	Freight Train Number.	Passenger Train Number.	Whether Freight or Passenger or Both.	CAUSE OF WRECK.	Damage.		Number Persons Killed or Injured.				Receipt of written Statement.	File No.	REMARKS.
Hour.	Date.	Equipment.							Track.	Employees Killed.	Employees Injured.	Others Killed.	Others Injured.				
8:30 p. m.	5 Feb. 1908	6 Feb. 1908	Thomas Spur, near Nocatee.	208		Through freight.	Bad joint of mismatched rails.	none	none	none	none	none	none	Feb. 10, 1908	2636		
9:55 a. m.	5 Feb. 1908	5 Feb. 1908	At Taylorville.		100	Local freight.	Engine ran through switch.	none	30 feet	none	none	none	none	Feb. 11, 1908	2636		
6:00 p. m.	8 Feb. 1908	9 Feb. 1908	Two miles south of Lady Lake.	310	257	Northbound freight.	Train breaking in two and running together.	\$ 670	none	none	none	none	none	Feb. 15, 1908	2636	3 cars derailed.	
10:30 a. m.	11 Feb. 1908	11 Feb. 1908	At Grand Island.	505		Extra freight.	Could not determine.	none	none	none	none	none	none	Feb. 17, 1908	2636	1 car derailed.	
2:40 p. m.	11 Feb. 1908	11 Feb. 1908	Half mile north of Sutherland.		161	Southbound pass.	Unknown.	420 feet	none	none	none	none	none	Feb. 17, 1908	2636	1 car derailed, track damaged very little.	
2:40 p. m.	10 Feb. 1908	11 Feb. 1908	South switch at Largo.	337		Southbound freight.	Unknown.	very little	none	none	none	none	none	Feb. 17, 1908	2636	3 cars derailed, track damaged very little.	
8:50 a. m.	11 Feb. 1908	11 Feb. 1908	North switch at Largo.	328	954	Northbound freight.	Unknown.	very little	none	none	none	none	none	Feb. 17, 1908	2636	Tender of engine derailed.	
5:00 a. m.	11 Feb. 1908	11 Feb. 1908	769 mile post, near Sanford.	330		Northbound freight.	Failure of rear truck on tender.	30	very little	none	none	none	2 slight	Feb. 17, 1908	2636	1 car lumber derailed, slight damage to track.	
10:12 p. m.	16 Feb. 1908	16 Feb. 1908	At Acclina.		85	Passenger.	Ran through switch.	670	none	none	none	none	12 slight	Feb. 20, 1908	2636	2 coaches and 2 freight cars derailed.	
12:50 a. m.	21 Feb. 1908	21 Feb. 1908	Three miles south of Plant City.	301	301	Extra freight.	Rail taken out of track by unknown party.	710	none	none	none	none	none	Feb. 24, 1908	2636	Rail was removed from track.	
10:00 a. m.	21 Feb. 1908	29 Feb. 1908	At Phosphoria.	210		Freight.	Broken flange L. S. & M. S. car No. 44925.	551	100 feet	none	none	none	none	Mch. 5, 1908	2636	2 box cars derailed and turned over.	
11:25 p. m.	28 Feb. 1908	29 Feb. 1908	Bradley's curve, near Floral City.	208	952	Freight.	Unknown.	375	none	none	none	none	none	Mch. 3, 1908	2636	3 cars derailed.	
2:15 a. m.	28 Feb. 1908	29 Feb. 1908	On siding, Tampa.	208		Passenger.	Broken rail.	3,900	500 feet	1	Exp. Mess.	none	1	Mch. 3, 1908	2636	1 car derailed.	
11:10 p. m.	2 Mch. 1908	3 Mch. 1908	Two miles north of Lakeland.	949		Extra freight.	Defective car track.	807	140 feet	none	none	none	none	Mch. 6, 1908	2636	3 cars derailed, 4 turned over.	
8:50 p. m.	6 Mch. 1908	7 Mch. 1908	T. N. R. R. crossing, at Tampa.	600		Extra freight.	Unknown.	50	100 feet	none	none	none	none	Mch. 16, 1908	2636	3 cars derailed at Tampa Northern crossing.	
4:55 a. m.	14 Mch. 1908	14 Mch. 1908	At Phosphoria siding.	950		Extra freight.	Brake-rigging falling down.	465	300 feet	none	none	none	none	Mch. 20, 1908	2636	2 cars derailed.	
10:40 p. m.	16 Mch. 1908	16 Mch. 1908	Half mile south of Largo.	213		Freight.	Burnt trestle.	8,820	\$1,800	1	serious	none	none	Mch. 21, 1908	2636	3 cars derailed.	
4:00 a. m.	18 Mch. 1908	18 Mch. 1908	Hillsboro River trestle, bet'n Richland & Millards.	918		Extra freight.	Broken flange A. C. L. car No. 8703.	600	450 feet	none	none	none	1 tramp	Mch. 23, 1908	2636	Engine and 8 cars wrecked, colored brakeman killed, engineer injured.	
12:01 a. m.	31 Mch. 1908	31 Mch. 1908	Just south of Seffner.	205	665	Freight.	Brake beam falling down.	380	150 feet	none	none	none	none	Apr. 3, 1908	2636	8 cars derailed and turned over, 1 tramp's shoulder dislocated.	
11:30 p. m.	1 Apr. 1908	2 Apr. 1908	Half mile south of Ralford.	910		Extra freight.	Broken switch.	1,450	none	none	none	none	none	Apr. 6, 1908	2636	2 cars derailed.	
2:40 a. m.	3 Apr. 1908	3 Apr. 1908	At Stokes' siding.	340		Freight.	Low joint in track.	250	450 feet	none	none	none	none	Apr. 8, 1908	2636	6 cars derailed, 4 turned over.	
7:40 a. m.	4 Apr. 1908	4 Apr. 1908	Two miles north of Tyler.	132	511	Freight.	Some defect in track.	200 feet	slight	none	none	none	none	Apr. 8, 1908	2636	2 cars derailed, track only slightly damaged.	
5:15 p. m.	4 Apr. 1908	4 Apr. 1908	At Tacoma Branch switch.	208		Extra work train.	Brakeman throwing switch.	495	200 feet	none	none	none	none	Apr. 17, 1908	2636	Engine derailed.	
12:00 p. m.	14 Apr. 1908	14 Apr. 1908	At Holder.	208		Freight.	Broken flange G. R. C. No. 352.	495	200 feet	none	none	none	none	Apr. 17, 1908	2636	Brakeman throwing switch under car.	
3:35 a. m.	16 Apr. 1908	16 Apr. 1908	At Plant City.	208		Freight.	Broken flange G. R. C. No. 352.	495	200 feet	none	none	none	none	Apr. 18, 1908	2636	6 cars derailed, 4 cars off turned over, total loss.	
11:00 a. m.	20 Apr. 1908	20 Apr. 1908	At Plant City.	328		Freight trains.	Collision trains 209 and 328.	300	90 feet	none	none	none	none	Apr. 27, 1908	2636	Caused by negligence of eng., pulling out of siding in face of approach train.	
7:00 p. m.	23 Apr. 1908	23 Apr. 1908	27 Mile Post.	2		Northbound pass.	Ran into tree blown across track.	Engine badly	none	none	none	none	none	Apr. 25, 1908	2636	Engineer could not see tree in time to stop.	
2:00 p. m.	23 Apr. 1908	24 Apr. 1908	Bradley's Spur, near Floral City.	657		Extra freight.	Unknown.	225	600 feet	none	none	none	none	Apr. 29, 1908	2636	No written report.	
11:40 a. m.	26 Apr. 1908	26 Apr. 1908	At spur, 2-1/2 miles south of Plant City.	957		Extra freight.	Splitting switch account bolt working out.	225	600 feet	none	none	none	none	May 6, 1908	2636	Truck of engine derailed.	
8:20 p. m.	1 May 1908	1 May 1908	North of Savage's spur.	29	13	Passenger.	Unknown.	400 feet	none	none	none	none	none	May 6, 1908	2636	Express and baggage car derailed.	
7:14 a. m.	1 May 1908	1 May 1908	South switch at Seffner.	39	856	Passenger.	Could not determine.	50 feet	none	none	none	none	none	May 8, 1908	2636	Baggage master and express helper slightly injured.	
10:50 a. m.	4 May 1908	4 May 1908	Mile Post 113-1/2, near Center Hill.	40	13	Passenger.	Defective truck engine 13.	1,375	600 feet	2	slight	none	none	May 11, 1908	2636	2 cars and engine derailed.	
8:15 a. m.	4 May 1908	4 May 1908	Doctor's Inlet.	333	922	Freight.	Not determined.	40	60 feet	none	1 slight	none	none	June 1, 1908	2636	4 cars derailed.	
6:50 a. m.	26 May 1908	26 May 1908	At Stokes.	213		Freight.	Not determined.	40	60 feet	none	1 slight	none	none	June 1, 1908	2636	2 cars derailed.	
5:10 p. m.	5 June 1908	5 June 1908	Near Chatham.	311		Freight.	Ran over cow.	155	450 feet	none	none	none	none	June 9, 1908	2636	2 cars derailed.	
4:00 p. m.	6 June 1908	7 June 1908	At Oakland.	101		Freight.	Unknown.	165	slight	none	none	none	none	June 13, 1908	2636	3 cars derailed.	
6:40 p. m.	19 June 1908	20 June 1908	Three-quarters mile north of Kathleen.	210		Freight.	Brake rigging coming down S. A. L. car No. 11488.	165	slight	none	none	none	none	June 13, 1908	2636	3 cars derailed.	
11:30 a. m.	19 June 1908	19 June 1908	One and a half miles south of Romeo.	Extra	634	Work train.	Tire slipping on back driver.	none	none	none	none	none	none	June 13, 1908	2636	Tire on back driver slipping, letting back wheels down.	
6:10 p. m.	29 June 1908	29 June 1908	At Moncrief, Jacksonville yard.	40		Passenger.	Unknown.	none	none	none	none	none	none	July 7, 1908	2636	6 cars derailed.	
1:40 p. m.	1 July 1908	1 July 1908	One mile north Holmes City.	331		Freight.	Brakeshoe falling down A. C. L. car No. 28066.	710	120 feet	none	none	none	none	July 7, 1908	2636	Engine and 4 cars derailed.	
12:47 p. m.	18 July 1908	18 July 1908	In High Springs yard.	43		Passenger.	Unknown.	420	slight	none	none	none	none	July 27, 1908	2636	1 car derailed.	
2:45 p. m.	22 July 1908	23 July 1908	At Romeo.	312		Local freight.	Unknown.	60	slight	none	none	none	none	July 28, 1908	2636	5 cars derailed and turned over.	
6:00 a. m.	26 July 1908	26 July 1908	At Davenport.	953		Extra freight.	Supposed by nut working off arch bar bolt.	1,015	125 feet	none	none	none	none	Aug. 6, 1908	2636	1 car derailed.	
8:40 p. m.	30 July 1908	31 July 1908	8-1/2 Mile Post, near Moncrief.	218		Freight.	Brake beam dropping.	200 feet	slight	none	none	none	none	Aug. 6, 1908	2636	Engine and 1 car derailed.	
8:27 p. m.	6 Aug. 1908	6 Aug. 1908	At Orlando.	85		Freight.	Unknown.	75	30 feet	none	none	none	none	Aug. 10, 1908	2636	Engine and 1 car derailed.	
3:27 a. m.	11 Aug. 1908	11 Aug. 1908	One and a half miles south of Winston.	208		Freight.	Broken flange G. R. C. tank car.	10	1,150 feet	none	none	none	none	Aug. 17, 1908	2636	1 car derailed.	
7:25 a. m.	11 Aug. 1908	11 Aug. 1908	McCoy's Creek, near Jacksonville.	82	961	Passenger.	Switch improperly set.	none	slight	none	none	none	none	Aug. 17, 1908	2636	Engine and tender derailed, switch changed by unknown persons.	
12:45 p. m.	14 Aug. 1908	14 Aug. 1908	At Duques.	341		Freight.	Unknown.	500	70 feet	none	none	none	none	Aug. 19, 1908	2636	1 car derailed.	
4:25 p. m.	7 Sept. 1908	8 Sept. 1908	At Leroy.	48		Passenger.	Sound over track at road crossing.	none	none	none	none	none	none	Sept. 11, 1908	2636	Engine and tender derailed.	
9:55 a. m.	9 Sept. 1908	9 Sept. 1908	One mile north of Lakeland.	209		Freight.	Broken flange Ga. Ry. car No. 5069.	450	200 feet	none	none	none	none	Sept. 12, 1908	2636	3 cars derailed.	
2:55 p. m.	15 Sept. 1908	15 Sept. 1908	Cedar Mill spur—Homes Branch.	48		Passenger.	Cause not determined.	none	slight	none	none	none	none	Sept. 18, 1908	2636	Engine derailed.	
9:40 p. m.	23 Sept. 1908	24 Sept. 1908	North end Charleston switch.	Extra	917	Extra freight.	Running through derailing switch.	none	none	none	none	none	none	Sept. 20, 1908	2636	Engine and 4 cars derailed.	
2:40 p. m.	24 Sept. 1908	25 Sept. 1908	Quarter mile north of McIntosh.	301	260	Freight.	Cause not determined.	100	70 feet	none	none	none	none	Sept. 26, 1908	2636	Tender derailed.	
7:37 p. m.	26 Oct. 1908	27 Oct. 1908	Just north of Burnett's Lake.	3	907	Log train.	Coupling pin broke going down grade.	none	slight	1	slight	none	none	Oct. 20, 1908	2636	Caboose derailed, slightly injuring flagman.	
12:25 p. m.	26 Oct. 1908	29 Oct. 1908	At Zuber.	300		Freight.	W. M. L. Co. en-	520	none	3	slight	none	none	Oct. 29, 1908	2636	Due to failure of crew local freight not protecting rear end of train.	
4:45 p. m.	29 Oct. 1908	30 Oct. 1908	One mile south of Buchanan.	209		Freight.	gine and frt. train.	265	450 feet	none	none	none	none	Nov. 4, 1908	2636	7 cars derailed, 5 turned over.	
7:05 a. m.	6 Nov. 1908	7 Nov. 1908	At Davenport.	208		Freight.	Supposed cause, broken axle.	8,000	600 feet	none	none	none	none	Nov. 11, 1908	2636	15 cars derailed.	
8:15 a. m.	10 Nov. 1908	11 Nov. 1908	At Walkill.	333		Freight.	A. C. L. car 8710 jumped track at switch; cause unknown.	380	slight	none	none	none	none	Nov. 17, 1908	2636	Derailed 3 camp cars, slightly injuring foreman and 9 men.	
12:20 a. m.	11 Nov.																

REPORT OF DERAILMENTS AND WR

Atlantic Coast Line Railway.

Time of Wreck.		Date teleg. Recd.	PLACE OF WRECK.	Freight Train Number.	Passenger Train Number.	Freight Engine Number.	Passenger Engine Number.	Whether Freight or Passenger or Both.	CAUSE OF WRECK.	Damage.	
Hour.	Date.									Equipment.	Track.
8:30 p. m.	5 Feb., 1908	6 Feb., 1908	Thomas Spur, near Nocatee.	208				Through freight.	Bad joint of mis-matched rails.	none	none
9:55 a. m.	5 Feb., 1908	5 Feb., 1908	At Taylorville			100		Local freight.	Engine ran through switch.	none	30 feet
6:00 p. m.	8 Feb., 1908	9 Feb., 1908	Two miles south of Lady Lake.	310		257		Northbound freight.	Train breaking in two and running together.	\$ 670	none
10:30 a. m.	11 Feb., 1908	11 Feb., 1908	At Grand Island	505				Extra freight.	Could not determine.		none
2:40 p. m.	11 Feb., 1908	11 Feb., 1908	Half mile north of Sutherland.		161			Southbound pass.	Unknown		420 feet
3:10 p. m.	10 Feb., 1908	11 Feb., 1908	South switch at Largo.	337				Southbound freight.	Unknown		very little
3:50 a. m.	11 Feb., 1908	11 Feb., 1908	North switch, Orient	328		954		Northbound freight.	Unknown		very little
5:00 p. m.	11 Feb., 1908	12 Feb., 1908	769 mile post, near Sanford.	330				Northbound freight.	Failure of rear truck on tender.	30	very little
10:12 p. m.	15 Feb., 1908	16 Feb., 1908	At Acline		89			Passenger	Ran through switch.		
12:50 a. m.	21 Feb., 1908	21 Feb., 1908	Three miles south of Plant City.		85			Passenger	Rail taken out of track by unknown party.	670	
10:00 a. m.	29 Feb., 1908	29 Feb., 1908	At Phosphoria	301		301		Extra freight.	Running over a cow.	551	
11:25 p. m.	28 Feb., 1908	29 Feb., 1908	Bradley's curve, near Floral City.	210				Freight	Broken flange L. S. & M. S. car No. 44925.	710	100 feet
2:15 a. m.	28 Feb., 1908	29 Feb., 1908	On siding, Tampa	208		952		Freight	Unknown	375	
11:10 p. m.	2 Mch., 1908	3 Mch., 1908	Two miles north of Lakeland.		82		957	Passenger	Broken rail	3,900	500 feet
8:50 p. m.	6 Mch., 1908	7 Mch., 1908	T. N. R. R. crossing, at Tampa.	949				Extra freight.	Defective car truck.	807	140 feet
9:55 a. m.	14 Mch., 1908	14 Mch., 1908	At Phosphoria siding.	660				Extra freight.	Unknown	50	100 feet
10:40 a. m.	16 Mch., 1908	16 Mch., 1908	Half mile south of Largo.	950				Extra freight.	Brake-rigging falling down.	465	300 feet
4:00 a. m.	18 Mch., 1908	18 Mch., 1908	Hillshoro River trestle, bet'n Richland & Millards	213				Freight	Burnt trestle	8,620	\$1,800
12:01 a. m.	31 Mch., 1908	31 Mch., 1908	Just south of Seffner.	948				Extra freight.	Broken flange A. C. L. car No. 8703.	600	450 feet
11:30 p. m.	1 Apr., 1908	2 Apr., 1908	Half mile south of Raiford.	205		665		Freight	Brake beam falling down.	50	150 feet
2:40 a. m.	3 Apr., 1908	3 Apr., 1908	At Stokes' siding	910				Extra freight.	Broken switch	1,450	
7:40 a. m.	4 Apr., 1908	4 Apr., 1908	Two miles north of Tyler.	340				Freight	Low joint in track	250	450 feet
5:15 p. m.	4 Apr., 1908	4 Apr., 1908	At Tacoma Branch switch.	132		511		Freight	Some defect in track.		200 feet
12:00 m.	14 Apr., 1908	14 Apr., 1908	At Holder	256				Extra work train.	Brakeman throwing switch.		slight
3:35 a. m.	16 Apr., 1908	16 Apr., 1908	At Plant City	208				Freight	Broken flange G. R. C. No. 352.	495	200 feet
				209							
11:00 a. m.	20 Apr., 1908	20 Apr., 1908	At Plant City	328				Freight trains	Collision trains 209 and 328.	300	90 feet
7:00 p. m.	23 Apr., 1908	23 Apr., 1908	27 Mile Post		2			Northbound pass.	Ran into tree blown across track.	Engine badly	
2:00 p. m.	23 Apr., 1908	24 Apr., 1908	Bradley's Spur, near Floral City.	657				Extra freight.	Unknown		
11:40 a. m.	26 Apr., 1908	26 Apr., 1908	At spur, 2 1/2 miles south of Plant City.	957				Extra freight.	Splitting switch account bolt working out.	225	600 feet
3:30 p. m.	1 May, 1908	1 May, 1908	North of Savage's spur.		39		13	Passenger	Unknown		400 feet
7:14 a. m.	1 May, 1908	1 May, 1908	South switch at Seffner.		84		956	Passenger	Could not determine.		50 feet
10:50 a. m.	4 May, 1908	4 May, 1908	Mile Post 113 1-2, near Center Hill.		40		13	Passenger	Defective truck engine 13.	1,375	600 feet
8:15 a. m.	4 May, 1908	4 May, 1908	Doctor's inlet	333		922		Freight	Not determined.		60 feet
6:50 a. m.	26 May, 1908		At Stokes'	213				Freight	Not determined.	40	
1:10 p. m.	5 June, 1908	5 June, 1908	Near Chatmar	311				Freight	Ran over cow.	155	450 feet
4:00 p. m.	6 June, 1908	7 June, 1908	At Oakland	101				Freight	Unknown		slight
6:40 p. m.	19 June, 1908	20 June, 1908	Three-quarters mile north of Kathleen.	210				Freight	Brake rigging coming down S. A. L. car No. 11488.	165	slight
11:30 a. m.	19 June, 1908	19 June, 1908	One and a half miles south of Romeo.	Extra		634		Work train	Tire slipping on hack driver.	none	none
6:10 p. m.	29 June, 1908	29 June, 1908	At Moncrief, Jacksonville yard.		40			Passenger	Unknown	none	none
1:40 p. m.	1 July, 1908		One mile north Haines City.	331				Freight	Brakeshoe falling down A. C. L. car No. 25066.	710	120 feet
12:47 p. m.	18 July, 1908	18 July, 1908	In High Springs yard.		43			Passenger	Unknown	420	slight
2:45 p. m.	22 July, 1908	23 July, 1908	At Romeo	312				Local freight.	Unknown	50	slight
6:00 a. m.	26 July, 1908	26 July, 1908	At Davenport	953				Extra freight.	Supposed by nut working off arch bar bolt.	1,015	125 feet
6:40 p. m.	30 July, 1908	31 July, 1908	8 1-2 Mile Post, near Moncrief.	218				Freight	Brake beam dropping		200 feet
8:27 p. m.	6 Aug., 1908	6 Aug., 1908	At Orlando		85			Passenger	Unknown	75	30 feet
3:37 a. m.	11 Aug., 1908	11 Aug., 1908	One and a half miles south of Winston.	208				Freight	Broken flange G. R. C. tank car.	10	1,190 feet
7:25 a. m.	11 Aug., 1908	11 Aug., 1908	McCoys Creek, near Jacksonville.		82		961	Passenger	Switch improperly set	none	slight
12:45 p. m.	14 Aug., 1908	14 Aug., 1908	At Dukes	341				Freight	Unknown	none	none
4:38 p. m.	7 Sept., 1908	8 Sept., 1908	At Leroy		48			Passenger	Sand over track at road crossing.	500	70 feet
9:55 a. m.	9 Sept., 1908	9 Sept., 1908	One mile north of Lakeland.	209				Freight	Broken flange Ga. Ry. car No. 5063.	450	200 feet
2:55 p. m.	15 Sept., 1908	15 Sept., 1908	Cedar Mill spur—Homes Branch.	Extra		917		Passenger	Cause not determined.	none	slight
9:40 p. m.	23 Sept., 1908	24 Sept., 1908	North end Charleston switch.			260		Extra freight.	Running through derailing switch.	none	none
2:40 p. m.	24 Sept., 1908	25 Sept., 1908	Quarter mile north of McIntosh.	301				Freight	Cause not determined.	100	70 feet
7:37 p. m.	26 Oct., 1908	27 Oct., 1908	Just north of Burnet's Lake.	3		907		Log train	Coupling pin broke going down grade.	none	slight
								W. M. Lmbr. Co. en-			
12:28 p. m.	26 Oct., 1908	29 Oct., 1908	At Zuber	300				gine and frt. train.	Rear-end collision.	520	none
4:45 p. m.	29 Oct., 1908	30 Oct., 1908	One mile south of Buchanan.	209				Freight	Supposed cause, broken axle	265	600 feet
7:05 a. m.	6 Nov., 1908	7 Nov., 1908	At Davenport	208				Freight	A. C. L. car 8710 jumped track at switch; cause unknown.	8,000	450 feet
9:15 a. m.	10 Nov., 1908	11 Nov., 1908	At Walkill	333				Freight	Train parted and ran together; cause unknown.	380	slight
12:20 a. m.	11 Nov., 1908	11 Nov., 1908	At Komoka	2				Log train	Unknown	none	none
11:30 a. m.	13 Nov., 1908	14 Nov., 1908	At Agricola	664				Extra freight.	Unknown	none	none
10:00 a. m.	14 Nov., 1908	14 Nov., 1908	Between Camhon and Cash Point.		38 & 39			Passenger	Head-on collision	6,575	slight
6:30 p. m.	16 Nov., 1908	17 Nov., 1908	Between Parham and Ocala Junction.	48				Freight	Unknown	1,700	65 feet
4:40 p. m.	16 Nov., 1908	17 Nov., 1908	At Hollister	300				Freight	Train parted and ran together.	none	none
12:35 a. m.	17 Nov., 1908	17 Nov., 1908	At Dewey	947				Extra freight.	Supposed, broken flange G. R. C. car No. 393.	30	none
1:20 p. m.	20 Nov., 1908	21 Nov., 1908	At Burnett's Lake crossing.	261		905			Engines collided on crossing.	4,530	cross'g demol
8:30 a. m.	23 Nov., 1908	23 Nov., 1908	Just south of DeLeon Springs.	332		956		Freight	Running over cow.	670	50 feet
9:55 a. m.	24 Nov., 1908	25 Nov., 1908	At Cornell	330		637		Freight	Unknown	50	50 feet
11:00 a. m.	12 Dec., 1908	12 Dec., 1908	One mile north of Tavares.	158		71		Freight	Unknown	170	90 feet
7:05 p. m.	19 Dec., 1908	20 Dec., 1908	Near Millards		43		10	Passenger	Rear trucks under tender broke down.	50	10 feet
9:30 p. m.	22 Dec., 1908		At Trilby	912				Freight	Train parted and ran together.	630	none
2:00 p. m.	4 Jan., 1909	4 Jan., 1909	Between Denver and Hammond.		84		961	Passenger	Unknown	495	200 feet
1:29 p. m.	5 Jan., 1909	5 Jan., 1909	Near Richland	207		910		Freight	Brake beam falling down.	600	300 feet
2:25 p. m.	6 Jan., 1909	6 Jan., 1909	Near Taylorville	101		533		Freight	Supposed, broken wheel M. D. & T. car 15342.	375	90 feet
2:45 p. m.	21 Jan., 1909	21 Jan., 1909	Two miles north of Wauchula.	334		656		Freight	Unknown	885	120 feet
12:55 p. m.	28 Jan., 1909	29 Jan., 1909	At Worthington Springs.	218		905		Freight	Unknown	595	4,000 feet
9:15 p. m.	14 Feb., 1909	15 Feb., 1909	Three miles south Orange City Junction.	666				Extra freight.	Unknown	115	200 feet
										\$51,918.00	15,320 feet

Seaboard Air Line Railway.

8:40 p. m.	16 Feb., 1908	17 Feb., 1908	Terra Ceia.		443			Passenger	By switch out of order.	\$ 35	\$ 13
7:46 a. m.	22 Feb., 1908	22 Feb., 1908	Tampa Yard.		81			Passenger	Unknown	12	3
7:55 a. m.	26 Feb., 1908	26 Feb., 1908	At Ogden		78			Mixed train.	Brake beam on freight car breaking	50	205
2:30 p. m.	28 Feb., 1908	28 Feb., 1908	Bradentown		484	132			Sharp flange pony truck engine.	55	19
5:20 a. m.	3 Mch., 1908	3 Mch., 1908	At Boyette	411					Rear-end collision	1,000	20
5:52 a. m.	3 Mch., 1908	4 Mch., 1908	154 mile post, near Chalmers.	25				Frt. and work train.	Collision	925	none
9:40 a. m.	13 Mch., 1908	13 Mch., 1908	2 miles south of Lithia.		481		540		Weak spring one side of tender.	none	16
3:00 p. m.	9 Mch., 1908	9 Mch., 1908	41 mile post, Waunee branch.		184		131	Passenger and freight	Car loaded with ties too high.	275	none
11:35 a. m.	3 Apr., 1908	4 Apr., 1908	At 182 mile post.	23				Freight	Unknown	25	70
3:00 p. m.	23 Apr., 1908	23 Apr., 1908	At Palmetto		484			Passenger and freight	Due to track spreading.		10
10:40 a. m.	27 Apr., 1908	27 Apr., 1908	6 mile post, near Jacksonville.		78		352	Passenger	Right parallel rod broke		
9:25 p. m.	3 June, 1908	5 June, 1908	85 mile post, west of Live Oak.	79		79		Passenger	Unknown	5	25
4:30 a. m.	26 Apr., 1908	27 Apr., 1908	110 1-2 mile post, near Madison.	25		568		Freight	Axle on driver under engine broke.	250	none
				25				Freight	Broken flange S. A. L. car No. 30140.	slight	306

REPORT OF DERAILMENTS AND WRECKS.

Atlantic Coast Line Railway.

CAUSE OF WRECK.	Damage.		Number Persons Killed or Injured.				Receipt of written Statement.	File No.	REMARKS.
	Equipment.	Track.	Employees Killed.	Employees Injured.	Others Killed.	Others Injured.			
Bad joint of mis-matched rails.....	none	none	none	none	none	none	Feb. 10, 1908	2636	
Engine ran through switch.....	none	30 feet	none	none	none	none	Feb. 11, 1908	2636	
Train breaking in two and running together.....	\$ 670	none	none	none	none	none	Feb. 13, 1908	2636	3 cars derailed.
Could not determine.....	none	none	none	none	none	none	Feb. 17, 1908	2636	1 car derailed.
Unknown.....	none	420 feet	none	none	none	none	Feb. 17, 1908	2636	1 car derailed, track damaged very little.
Unknown.....	none	very little	none	none	none	none	Feb. 17, 1908	2636	3 cars derailed, track damaged very little.
Unknown.....	none	very little	none	none	none	none	Feb. 17, 1908	2636	Tender of engine derailed.
Failure of rear truck on tender.....	30	very little	none	none	none	none	Feb. 17, 1908	2636	1 car lumber derailed, slight damage to track.
Ran through switch.....	none	none	none	none	none	2 slight	Feb. 20, 1908	2636	2 coaches and 2 freight cars derailed.
Rail taken out of track by unknown party.....	670	none	none	none	none	12 slight	Feb. 24, 1908	2636	Rail was removed from track.
Running over a cow.....	551	none	none	none	none	none	Mch. 5, 1908	2636	2 box cars derailed and turned over.
Broken flange L. S. & M. S. car No. 44925.....	710	100 feet	none	none	none	none	Mch. 3, 1908	2636	3 cars derailed.
Unknown.....	375	none	none	none	none	none	Mch. 3, 1908	2636	1 car derailed.
Broken rail.....	3,900	500 feet	none	1 Exp. Mess.	none	1	Mch. 6, 1908	2636	9 cars derailed, 4 turned over.
Defective car truck.....	807	140 feet	none	none	none	none	Mch. 16, 1908	2636	3 cars derailed at Tampa Northern crossing.
Unknown.....	50	100 feet	none	none	none	none	Mch. 20, 1908	2636	2 cars derailed.
Brake-rigging falling down.....	465	300 feet	none	none	none	none	Mch. 21, 1908	2636	5 cars derailed.
Burnt trestle.....	8,620	\$1,800	1	1 serious	none	none	Mch. 23, 1908	2636	Engine and 8 cars wrecked, colored brakeman killed, engineer injured.
Broken flange A. C. L. car No. 8703.....	600	450 feet	none	none	none	1 tramp	Apr. 3, 1908	2636	8 cars derailed and turned over, 1 tramp's shoulder dislocated.
Brake beam falling down.....	50	150 feet	none	none	none	none	Apr. 8, 1908	2636	2 cars derailed.
Broken switch.....	1,450	none	none	none	none	none	Apr. 6, 1908	2636	6 cars derailed, 4 turned over.
Low joint in track.....	250	450 feet	none	none	none	none	Apr. 8, 1908	2636	2 cars derailed, track only slightly damaged.
Some defect in track.....	none	200 feet	none	none	none	none	Apr. 8, 1908	2636	Engine derailed.
Brakeman throwing switch.....	none	slight	none	none	none	none	Apr. 17, 1908	2636	Brakeman throwing switch under car.
Broken flange G. R. C. No. 352.....	495	200 feet	none	none	none	none	Apr. 18, 1908	2636	6 cars derailed, 4 cars oil turned over, total loss.
Collision trains 209 and 328.....	300	90 feet	none	none	none	none	Apr. 27, 1908	2636	Caused by negligence of eng., pulling out of siding in face of approaching train.
Ran into tree blown across track.....	Engine badly	none	none	none	none	none	Apr. 25, 1908	2636	Engineer could not see tree in time to stop.
Unknown.....	none	none	none	none	none	none			No written report.
Splating switch account bolt working out.....	225	600 feet	none	none	none	none	Apr. 29, 1908	2636	
Unknown.....	none	400 feet	none	none	none	none	May 6, 1908	2636	Truck of engine derailed.
Could not determine.....	none	50 feet	none	none	none	none	May 6, 1908	2636	Express and baggage car derailed.
Defective truck engine 13.....	1,375	600 feet	none	2 slight	none	none	May 8, 1908	2636	Baggage master and express helper slightly injured.
Not determined.....	none	60 feet	none	none	none	none	May 11, 1908	2636	2 cars and engine derailed.
Not determined.....	40	none	none	1 slight	none	none	June 1, 1908	2636	4 cars derailed.
Ran over cow.....	155	450 feet	none	none	none	none	June 9, 1908	2636	2 cars derailed.
Unknown.....	none	slight	none	none	none	none	June 13, 1908	2636	2 cars derailed.
Brake rigging coming down S. A. L. car No. 11488.....	165	slight	none	none	none	none		2636	5 cars derailed.
Tire slipping on back driver.....	none	none	none	none	none	none		2636	Tire on back driver slipping, letting back wheels down.
Unknown.....	none	none	none	none	none	none		2636	
Brakeshoe falling down A. C. L. car No. 25066.....	710	120 feet	none	none	none	none	July 7, 1908	2636	6 cars derailed.
Unknown.....	420	slight	none	none	none	none	July, 1908	2636	Engine and 4 cars derailed.
Unknown.....	50	slight	none	none	none	none	July 27, 1908	2636	1 car derailed.
Supposed by nut working off arch bar bolt.....	1,015	125 feet	none	none	none	none	July 28, 1908	2636	5 cars derailed and turned over.
Brake beam dropping.....	none	200 feet	none	none	none	none	Aug. 6, 1908	2636	1 car derailed.
Unknown.....	75	30 feet	none	none	none	none	Aug. 10, 1908	2636	Engine and 1 car derailed.
Broken flange G. R. C. tank car.....	10	1,190 feet	none	none	none	none	Aug. 17, 1908	2636	1 car derailed.
Switch improperly set.....	none	slight	none	none	none	none	Aug. 17, 1908	2636	Engine and tender derailed, switch changed by unknown persons.
Unknown.....	none	none	none	none	none	none	Aug. 19, 1908	2636	1 car derailed.
Sand over track at road crossing.....	500	70 feet	none	none	none	none	Sept. 11, 1908	2636	Engine and tender derailed.
Broken flange Ga. Ry. car No. 5063.....	450	200 feet	none	none	none	none	Sept. 12, 1908	2636	3 cars derailed.
Cause not determined.....	none	slight	none	none	none	none	Sept. 13, 1908	2636	Engine derailed.
Running through derailing switch.....	none	none	none	none	none	none	Sept. 26, 1908	2636	Engine and 4 cars derailed.
Cause not determined.....	100	70 feet	none	none	none	none	Sept. 26, 1908	2636	Tender derailed.
Coupling pin broke going down grade.....	none	slight	none	1 slight	none	none	Oct. 20, 1908	2636	Caboose derailed, slightly injuring flagman.
Rear-end collision.....	520	none	none	3 slight	none	none	Oct. 29, 1908	2636	Due to failure of crew local freight not protecting rear end of train.
Supposed cause, broken axle.....	265	600 feet	none	none	none	none	Nov. 4, 1908	2636	7 cars derailed, 5 turned over.
A. C. L. car 8710 jumped track at switch; cause unknown.....	8,000	450 feet	none	none	none	none	Nov. 11, 1908	2636	15 cars derailed.
Train parted and ran together; cause unknown.....	380	slight	none	10 slight	none	none	Nov. 17, 1908	2636	Derailed 3 camp cars, slightly injuring foreman and 9 men.
Unknown.....	none	none	none	none	none	none	Nov. 17, 1908	2636	2 cars derailed.
Unknown.....	none	none	none	none	none	none	Nov. 18, 1908	2636	4 cars derailed.
Head-on collision.....	6,575	slight	2 mail clerks	1 slight	none	5	Nov. 18, 1908	2636	Crew of 39 had orders to meet No. 10 at Cambon, failed to stop.
Unknown.....	1,700	65 feet	none	none	none	none	Nov. 19, 1908	2636	4 cars derailed.
Train parted and ran together.....	none	none	none	1 slight	none	none	Nov. 21, 1908	2636	1 car derailed.
Supposed, broken flange G. R. C. car No. 393.....	30	none	none	none	none	none	Nov. 24, 1908	2636	1 car derailed.
Engines collided on crossing.....	4,530	cross'g demol.	1	1 slight	none	none	Nov. 25, 1908	2636	Engineer McDermont killed, colored switchman injured.
Running over cow.....	670	50 feet	none	none	none	none	Nov. 25, 1908	2636	5 cars derailed.
Unknown.....	50	50 feet	none	none	none	none	Nov. 29, 1908	2636	2 cars and tender of engine derailed.
Unknown.....	170	90 feet	none	none	none	none	Dec. 19, 1908	2636	Engine and 5 cars derailed.
Rear trucks under tender broke down.....	50	10 feet	none	none	none	none	Dec. 23, 1908	2636	Some defect in truck.
Train parted and ran together.....	630	none	none	none	none	none	Dec. 25, 1908	2636	2 cars derailed.
Unknown.....	495	200 feet	none	none	none	none	Jan. 11, 1909	2636	Engine, tender and 4 cars derailed.
Brake beam falling down.....	600	300 feet	none	none	none	none	Jan. 11, 1909	2636	4 cars and caboose derailed.
Supposed, broken wheel M. D. & T. car 15342.....	375	90 feet	none	none	none	none	Jan. 11, 1909	2636	3 cars and caboose derailed.
Unknown.....	885	120 feet	none	none	none	none	Jan. 28, 1909	2636	Engine and 2 cars derailed and turned over.
Unknown.....	595	4,000 feet	none	none	none	none	Feb. 5, 1909	2636	11 cars derailed.
Unknown.....	115	200 feet	none	1 slight	none	none	Feb. 22, 1909	2636	Tender of engine derailed and turned over.
	\$51,918.00	15,320 feet	5	23		20			

Seaboard Air Line Railway.

By switch out of order.....	\$ 35	\$ 13	none	none	none	none	Feb. 22, 1908	2636	Switch supposed to have been tampered with.
Unknown.....	12	3	none	none	none	none	Feb. 28, 1908	2636	Derailed 1 pair of trucks express car.
Brake beam on freight car breaking.....	50	205	none	none	none	none	Mch. 5, 1908	2636	5 passengers and 2 box cars derailed.
Sharp flange pony truck engine.....	55	19	none	none	none	none	Mch. 5, 1908	2636	
Rear-end collision.....	1,000	20	none	none	none	none	Mch. 5, 1908	2636	Failure of crew to protect rear end of train.
Collision.....	925	none	none	none	none	none	Mch. 10, 1908	2636	Work train on time of No. 25 and failed to protect.
Weak spring one side of tender.....	none	16	none	none	none	none	Mch. 21, 1908	2636	Rear tender truck derailed.
Car loaded with ties too high.....	275	none	none	2	none	2	Mch. 15, 1908	2636	2 coaches and 2 freight cars derailed.
Unknown.....	25	70	none	none	none	none		2636	
Due to track spreading.....	none	10	none	none	none	none	Apr. 29, 1908	2636	Engine derailed.
Right parallel rod broke.....	none	none	none	1 slight	none	none	Apr. 29, 1908	2636	
Unknown.....	5	25	none	none	none	none	June 9, 1908	2636	Refrigerator car derailed.
Axle on driver under engine broke.....	250	none	none	none	none	none	May 6, 1908	2636	Main drivers derailed.
Broken flange S. A. L. car No. 30140.....	slight	306	none	none	none	none	June 9, 1908	2636	6 cars derailed.
Cars uncoupled and rolled into side track.....	600	none	none	none	none	none	June 16, 1908	2636	2 cars derailed in switching.
Derailed while switching.....	none	none	none	none	none	none	June 16, 1908	2636	2 cars derailed in switching.

7:25 a. m.	11	Aug.	1908	11	Aug.	1908	McCoys Creek, near Jacksonville.	82	961	Passenger	Switch improperly set	none
12:45 p. m.	14	Aug.	1908	14	Aug.	1908	At Dukes	341		Freight	Unknown	none
4:38 p. m.	7	Sept.	1908	8	Sept.	1908	At Leroy	48		Passenger	Sand over track at road crossing	500
9:55 a. m.	9	Sept.	1908	9	Sept.	1908	One mile north of Lakeland	209		Freight	Broken flange Ga. Ry. car No. 5063	450
2:55 p. m.	15	Sept.	1908	15	Sept.	1908	Cedar Mill spur—Homos. Branch	48		Passenger	Cause not determined	none
9:40 p. m.	23	Sept.	1908	24	Sept.	1908	North end Charleston switch	Extra	917	Extra freight	Running through derailing switch	none
2:40 p. m.	24	Sept.	1908	25	Sept.	1908	Quarter mile north of McIntosh	301	260	Freight	Cause not determined	100
7:37 p. m.	26	Oct.	1908	27	Oct.	1908	Just north of Burnet's Lake	3	907	Log train	Coupling pin broke going down grade	none
										W. M. Lmbr. Co. engine and frt. train		
12:28 p. m.	26	Oct.	1908	29	Oct.	1908	At Zuber	300			Rear-end collision	520
4:45 p. m.	29	Oct.	1908	30	Oct.	1908	One mile south of Buchanan	209		Freight	Supposed cause, broken axle	265
7:05 a. m.	6	Nov.	1908	7	Nov.	1908	At Davenport	208		Freight	A. C. L. car 8710 jumped track at switch; cause unknown	8,000
9:15 a. m.	10	Nov.	1908	11	Nov.	1908	At Walkill	333		Freight	Train parted and ran together; cause unknown	380
12:20 a. m.	11	Nov.	1908	11	Nov.	1908	At Komoka	2		Log train	Unknown	none
11:30 a. m.	13	Nov.	1908	14	Nov.	1908	At Agricola	664		Extra freight	Unknown	none
10:00 a. m.	14	Nov.	1908	14	Nov.	1908	Between Cambo and Cash Point	38 & 39		Passenger	Head-on collision	6,575
6:30 p. m.	16	Nov.	1908	17	Nov.	1908	Between Parham and Ocala Junction	48		Freight	Unknown	1,700
4:40 p. m.	16	Nov.	1908	17	Nov.	1908	At Hollister	300		Freight	Train parted and ran together	none
12:35 a. m.	17	Nov.	1908	17	Nov.	1908	At Dewey	947		Extra freight	Supposed, broken flange G. R. C. car No. 393	30
1:20 p. m.	20	Nov.	1908	21	Nov.	1908	At Burnet's Lake crossing	261	905		Engines collided on crossing	4,530
8:30 a. m.	23	Nov.	1908	23	Nov.	1908	Just south of DeLeon Springs	332	956	Freight	Running over cow	670
9:55 a. m.	24	Nov.	1908	25	Nov.	1908	At Cornell	300	637	Freight	Unknown	50
11:00 a. m.	12	Dec.	1908	12	Dec.	1908	One mile north of Tavares	158	71	Freight	Unknown	170
7:05 p. m.	19	Dec.	1908	20	Dec.	1908	Near Millards	43	10	Passenger	Rear trucks under tender broke down	50
9:30 p. m.	22	Dec.	1908			1908	At Trilby	912		Freight	Train parted and ran together	630
2:00 p. m.	4	Jan.	1909	4	Jan.	1909	Between Denver and Hammond	84	961	Passenger	Unknown	495
1:29 p. m.	5	Jan.	1909	5	Jan.	1909	Near Richland	207	910	Freight	Brake beam falling down	600
2:25 p. m.	6	Jan.	1909	6	Jan.	1909	Near Taylorville	101	533	Freight	Supposed, broken wheel M. D. & T. car 15342	375
2:45 p. m.	21	Jan.	1909	21	Jan.	1909	Two miles north of Wauchula	334	656	Freight	Unknown	885
12:55 p. m.	28	Jan.	1909	29	Jan.	1909	At Worthington Springs	218	905	Freight	Unknown	595
9:15 p. m.	14	Feb.	1909	15	Feb.	1909	Three miles south Orange City Junction	666		Extra freight	Unknown	115
												\$51,918.00

Seaboard Air Line Railway.

8:40 p. m.	16	Feb.	1908	17	Feb.	1908	Terra Ceia.	443			Passenger	By switch out of order.	\$ 35	
7:46 a. m.	22	Feb.	1908	22	Feb.	1908	Tampa Yard.	81			Passenger	Unknown	12	
7:55 a. m.	26	Feb.	1908	26	Feb.	1908	At Ogden	78			Mixed train.	Brake beam on freight car breaking	50	
2:30 p. m.	28	Feb.	1908	28	Feb.	1908	Bradentown	484	132			Sharp flange pony truck engine.	55	
5:20 a. m.	3	Mch.	1908	3	Mch.	1908	At Boyette.	411				Rear-end collision	1,000	
5:52 a. m.	3	Mch.	1908	4	Men.	1098.	154 mile post, near Chairs.	25			Frt. and work train.	Collision	925	
9:40 a. m.	13	Mch.	1908	13	Mch.	1908	2 miles south of Lithia.	481	540			Weak spring one side of tender.	none	
3:00 p. m.	9	Mch.	1908	9	Mch.	1908	41 mile post, Waunee branch.	184	131		Passenger and freight	Car loaded with ties too high.	275	
11:35 a. m.	3	Apr.	1908	4	Apr.	1908	At 182 mile post.	23			Freight	Unknown	25	
3:00 p. m.	23	Apr.	1908	23	Apr.	1908	At Palmetto.	484			Passenger and freight	Due to track spreading.		
10:40 a. m.	27	Apr.	1908	27	Apr.	1908	6 mile post, near Jacksonville.	78	352		Passenger	Right parallel rod broke		
9:25 p. m.	3	June	1908	5	June	1908	85 mile post, west of Live Oak.	79	79		Passenger	Unknown	5	
4:30 a. m.	26	Apr.	1908	27	Apr.	1908	110 1-2 mile post, near Madison.	25	568		Freight	Axle on driver under engine broke.	250	
5:46 a. m.	9	June	1908	9	June	1908	158 mile post, east of Tallahassee.	25			Freight	Broken flange S. A. L. car No. 30140.	slight	
	10	June	1908	10	June	1908	At Panama.	17			Freight	Cars uncoupled and rolled into side track.	600	
4:00 p. m.	10	June	1908	11	June	1908	At Raleigh.	14			Freight	Derailed while switching.		
11:34 a. m.	26	June	1908	26	June	1908	202 mile post, near Quincy.	24			Frt. and work train.	Collision		
5:40 p. m.	26	June	1908	27	June	1908	116 mile post, south of Archer.	216	357		Freight	Unknown		
3:55 p. m.	29	June	1908	29	June	1908	204 mile post.	77			Passenger	Brake beam on tender broke.		
6:40 a. m.	2	July	1908	4	Aug.	1908	234 mile post, near Tampa.	11	579		Freight	Due to fast running.	1,500	
1:30 a. m.	7	July	1908	4	Aug.	1908	North end Ocala yard.	8	593		Freight	Unknown		
10:00 a. m.	9	July	1908		Aug.	1908	Yulee	84			Passenger	Ran into open switch.		
11:00 p. m.	19	July	1908		Aug.	1908	184 mile post, between Midway and Quincy.	76	352		Passenger and freight	Loose wheel under engine.		
3:15 p. m.	22	July	1908		Aug.	1908	180 1-2 mile post	77	352		Passenger and freight	Loose wheel tender truck.	10	
							S. A. L.	A. C. L.			A. C. L. passenger.			
12:20 a. m.	5	Sept.	1908	5	Sept.	1908	At Callahan	367	85		S. A. L. freight	Collision on crossing.		
9:05 p. m.	15	Sept.	1908	15	Sept.	1908	90 mile post, east of Falmouth.		79		Passenger and freight	Defect in trucks.	slight	
1:55 p. m.	16	Sept.	1908	17	Sept.	1908	158 mile post.	76			Passenger	Unknown	5	
3:30 p. m.	29	Sept.	1908	1	Oct.	1908	At Starke.	1			Freight	Train broke in two and ran together.	150	
7:55 a. m.	12	Oct.	1908	12	Oct.	1908	1 mile north of Wimauma.	411			Passenger and freight	Unknown	545	
5:15 a. m.	24	Oct.	1908	26	Oct.	1908	Jacksonville yard				Yard engines	Collision	205	
8:10 p. m.	24	Oct.	1908	26	Oct.	1908	Ocala yard		528		Freight	Split switch; cause unknown.	25	
12:20 a. m.	11	Nov.	1908	11	Nov.	1908	At Komoka				Log train	Improper loading logs.	50	
	12	Nov.	1908	14	Nov.	1908	Jacksonville yard				Switching	Unknown	35	
9:18 p. m.	18	Nov.	1908	19	Nov.	1908	At 196 1-2 mile post.	Extra			Freight	Broken flange	650	
								24	576				3,450	
								11	600					
12:05 a. m.	28	Nov.	1908	28	Nov.	1908	126 mile post, near Silver Springs.				Freights	Collision		
5:10 a. m.	30	Jan.	1909	30	Jan.	1909	198 mile post, near Abbot.	81	613		Passenger	Rail kinked by fire; woodrack burned during night.	535	
	3	Feb.	1908	3	Feb.	1909	2 miles north of Parish	443	341		Passenger	Running over cow.	715	
1:49 p. m.	22	Feb.	1908	23	Feb.	1909	159 1-2 mile post, west of Chairs.	352	76		Passenger	Could not determine.	slight	
													\$11,427.00	\$2

Florida East Coast Railway.

3:30 p. m.	11	Feb., 1908	17 Feb., 1908	At Princeton		33	Work train	Caused by eng of Drake Lbr. Co. backing on to main line	\$ 500
12:00 a. m.	20	Jan., 1909	20 Jan., 1909	Just north of Titusville	208	33	Passenger and freight	Violation of rules; collision	11,697
4:23 p. m.	4	Jan., 1909	20 Jan., 1909	Near Hastings	205		Freight	Broken journal F. E. C. car No. 2047	100
				371 mile post	84	Extra	Passenger and freight	Collision	slight
									11,697.00

Georgia Southern and Florida Railway.

7:48 p. m.	22	Feb.	1908	22	Feb.	1908	At 220 mile post.	3	152		Passenger	Unknown	slight
	8	Aug.	1908	8	Aug.	1908	At Kent Siding.	1			Passenger	Unknown	

Georgia, Florida and Alabama Railway.

	1	Apr.	1908	1	Apr.	1908		40			Freight	Car overloaded.	
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Tavares and Gulf Railroad.

5:30 p. m.	18	Feb.	1908	20	Feb.	1908	At mile post 12	1			Passenger and freight	Sharp flange box car.	
7:00 p. m.	20	Nov.	1908	24	Nov.	1908	At mile post 12	2			Passenger and freight	Unknown	
	5	Jan.	1909				At Bear Spring Curve.						
	6	Feb.	1909				At mile post 12.						
	8	Feb.	1909				At mile post 12.						

Louisville and Nashville Railroad.

No reports are given here of wrecks or accidents on the lines of the Louisville & Nashville Railroad Company, for the reason that that company denies the right of the Commissioners to make such a rule, and are t

Switch improperly set	none	slight	none	none	none	Aug. 17, 1908	2636	Engine and tender derailed, switch changed by unknown persons.
Unknown	none	none	none	none	none	Aug. 19, 1908	2636	1 car derailed.
Sand over track at road crossing	500	70 feet	none	none	none	Sept. 11, 1908	2636	Engine and tender derailed.
Broken flange Ga. Ry. car No. 5063	450	200 feet	none	none	none	Sept. 12, 1908	2636	3 cars derailed.
Cause not determined	none	slight	none	none	none	Sept. 18, 1908	2636	Engine derailed.
Running through derailing switch	none	none	none	none	none	Sept. 26 1908	2636	Engine and 4 cars derailed.
Cause not determined	100	70 feet	none	none	none	Sept. 26 1908	2636	Tender derailed.
Coupling pin broke going down grade	none	slight	none	1 slight	none	Oct. 20, 1908	2636	Caboose derailed, slightly injuring flagman.
Rear-end collision	520	none	none	3 slight	none	Oct. 29, 1908	2636	Due to failure of crew local freight not protecting rear end of train.
Supposed cause, broken axle	265	600 feet	none	none	none	Nov. 4, 1908	2636	7 cars derailed, 5 turned over.
A. C. L. car 8710 jumped track at switch; cause unknown	8,000	450 feet	none	none	none	Nov. 11, 1908	2636	15 cars derailed.
Train parted and ran together; cause unknown	380	slight	none	10 slight	none	Nov. 17, 1908	2636	Derailed 3 camp cars, slightly injuring foreman and 9 men.
Unknown	none	none	none	none	none	Nov. 17, 1908	2636	2 cars derailed.
Unknown	none	none	none	none	none	Nov. 18, 1908	2636	4 cars derailed.
Head-on collision	6,575	slight	2 mail clerks	1 slight	none	Nov. 18, 1908	2636	Crew of 39 had orders to meet No. 10 at Camhon, failed to stop.
Unknown	1,700	65 feet	none	none	none	Nov. 19, 1908	2636	4 cars derailed.
Train parted and ran together	none	none	none	1 slight	none	Nov. 21, 1908	2636	1 car derailed.
Supposed, broken flange G. R. C. car No. 393	30	none	none	none	none	Nov. 24, 1908	2636	1 car derailed.
Engines collided on crossing	4,530	cross'g demol.	1	1 slight	none	Nov. 25, 1908	2636	Engineer McDermont killed, colored switchman injured.
Running over cow	670	50 feet	none	none	none	Nov. 25, 1908	2636	5 cars derailed.
Unknown	50	50 feet	none	none	none	Nov. 29, 1908	2636	2 cars and tender of engine derailed.
Unknown	170	90 feet	none	none	none	Dec. 19, 1908	2636	Engine and 5 cars derailed.
Rear trucks under tender broke down	50	10 feet	none	none	none	Dec. 23, 1908	2636	Some defect in truck.
Train parted and ran together	630	none	none	none	none	Dec. 25, 1908	2636	2 cars derailed.
Unknown	495	200 feet	none	none	none	Jan. 11, 1909	2636	Engine, tender and 4 cars derailed.
Brake beam falling down	600	300 feet	none	none	none	Jan. 11, 1909	2636	4 cars and caboose derailed.
Supposed, broken wheel M. D. & T. car 15342	375	90 feet	none	none	none	Jan. 11, 1909	2636	2 cars and caboose derailed.
Unknown	385	120 feet	none	none	none	Jan. 28, 1909	2636	Engine and 2 cars derailed and turned over.
Unknown	595	4,000 feet	none	none	none	Feb. 5, 1909	2636	11 cars derailed.
Unknown	115	790 feet	none	1 slight	none	Feb. 22, 1909	2636	Tender of engine derailed and turned over.
	\$51,918.00	15,320 feet	5	23	20			

By switch out of order.....	\$ 35	\$ 13	none	none	none	none	Feb. 22, 1908	2636	Switch supposed to have been tampered with.
Unknown.....	12	3	none	none	none	none	Feb. 28, 1908	2636	Derailed 1 pair of trucks express car.
Brake beam on freight car breaking.....	50	205	none	none	none	none	Mch. 5, 1908	2636	5 passengers and 2 box cars derailed.
Sharp flange pony truck engine.....	55	19	none	none	none	none	Mch. 5, 1908	2636	
Rear-end collision.....	1,000	20	none	none	none	none	Mch. 5, 1908	2636	Failure of crew to protect rear end of train.
Collision.....	925	none	none	none	none	none	Mch. 10, 1908	2636	Work train on time of No. 25 and failed to protect.
Weak spring one side of tender.....	none	16	none	none	none	none	Mch. 21, 1908	2636	Rear tender truck derailed.
Car loaded with ties too high.....	275	none	none	2	none	2	Mch. 15, 1908	2636	2 coaches and 2 freight cars derailed.
Unknown.....	25	70	none	none	none	none		2636	
Due to track spreading.....		10	none	none	none	none	Apr. 29, 1908	2636	Engine derailed.
Right parallel rod broke.....			none	1 slight	none	none	Apr. 29, 1908	2636	
Unknown.....	5	25	none	none	none	none	June 9, 1908	2636	Refrigerator car derailed.
Axle on driver under engine broke.....	250	none	none	none	none	none	May 6, 1908	2636	Main drivers derailed.
Broken flange S. A. L. car No. 30140.....	slight	306	none	none	none	none	June 9, 1908	2636	6 cars derailed.
Cars uncoupled and rolled into side track.....	600		none	none	none	none	June 16, 1908	2636	2 cars derailed in switching.
Derailed while switching.....			none	none	none	none	June 16, 1908	2636	2 cars derailed in switching.
Collision.....		100	none	3	none	none	Aug. 4, 1908	2636	Engine derailed.
Unknown.....			none	2	none	none	Aug. 4, 1908	2636	Engine derailed.
Brake beam on tender broke.....		6	none	none	none	none	Aug. 4, 1908	2636	Engine derailed.
Due to fast running.....	1,500	400	none	none	none	none	Aug. 4, 1908	2636	10 cars derailed. w
Unknown.....		275	none	none	none	none	Aug. 4, 1908	2636	6 cars derailed.
Ran into open switch.....			1	3	none	none	Aug. 4, 1908	2636	Ran into coal cars, derailing engine.
Loose wheel under engine.....		195	1	3	none	none	Aug. 4, 1908	2636	Tender derailed.
Loose wheel tender truck.....	10	75	none	none	none	none	Aug. 4, 1908	2636	Tender derailed.
Collision on crossing.....		75	none	none	none	none	Sept., 1908	2636	A. C. L. train No. 85 ran into S. A. L. train No. 367 on crossing
Defect in trucks.....	slight	27	none	none	none	none	Sept. 19, 1908	2636	Car merchandise derailed.
Unknown.....	5	3	none	none	none	none	Sept. 22, 1908	2636	Rear tender trucks derailed.
Train broke in two and ran together.....	150		none	none	none	none	Oct. 2, 1908	2636	Train broke in two while pulling into siding.
Unknown.....	545	141	none	2 slight	none	none	Oct. 2, 1908	2636	5 loaded cars derailed.
Collision.....	205		none	none	none	none	Oct. 2, 1908	2636	Running at 5 miles per hour, damage slight.
Split switch; cause unknown.....	25	25	none	none	none	none	Oct. 2, 1908	2636	Front trucks of 2 cars derailed while shifting.
Improper loading logs.....	50		none	none	none	none	Nov. 14, 1908	2636	2 cars derailed.
Unknown.....	35		none	1 slight	none	none	Nov. 18, 1908	2636	1 empty refrigerator car derailed.
Broken flange.....	650	198	none	none	none	none	Nov. 18, 1908	2636	Derailed 3 cars, 1 badly broken.
Collision.....	3,450	300	5	2	none	none	Nov. 18, 1908	2636	Damage to engines and 10 cars destroyed.
Rail kinked by fire; woodrack burned during night.....	535		none	none	none	some slight	Jan. 19, 1909	2636	Derailed entire train, engine and 7 cars.
Running over cow.....	715	221	none	1 slight	none	3 slight	Feb., 1909	2636	Derailed pony trucks of engine, mail car and coach.
Could not determine.....	slight	180	none	none	none	none	Feb. 27, 1909	2636	Rear tender truck derailed, track and trucks in good condition.
	\$11,427.00	\$2,938.00	7	20		3			

Caused by eng of Drake Lhr. Co. backing on to main line	\$ 500	.....	none	2 slight	none	none	Feb., 1908	2636	
Violation of rules; collision	11,697	.....	none	mail clk. slight	none	none	Feb., 1908	2636	Collision, caused by violation of rules both trains.
Broken journal F. E. C. car No. 2047	100	150	none	none	none	none	Jan. 22, 1909	2636	5 freight cars derailed.
Collision	slight	none	none	none	none	none	Feb., 1908	2636	
	11,697.00	150		2					

Unknown		slight	none	none	none	none	Feb., 1908	2636	Front truck of tender jumped track.
Unknown		.....	none	none	none	none	Aug. 7, 1908	2636	

[illegible][illegible]

pany denies the right of the Commissioners to make such a rule, and are therefore refusing to report. As this report goes to press, mandamus is being filed in the Supreme Court of Florida to compel the company to comply with the rule.

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